

SEAFARERS LOG



Official Organ of the Atlantic and Gulf District, Seafarers International Union of North America

Vol. VIII.

NEW YORK, N. Y., FRIDAY, APRIL 19, 1946

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No. 16

SIU Victorious On Foreign Rider Beef

Group Okays Union Setup As Efficient

NEW YORK — After a full week of research into the structure of the Union National apparatus and the workings of the New York Branch, endorsement of both units has been voiced by the Committee to Investigate the Efficiency of the Union Structure. The report further recommends that a similar committee be elected in each port.

The report, signed by the majority of the group, follows:

The Committee elected April 10, 1946, at the regular New York Meeting submits that it thoroughly delved, as per the motion, into the structure of our Organization and reports the following:

We checked the structure of the Headquarters and are agreed that that body is functioning efficiently and steps are being taken to carry out the recommendations of the last Auditing Committee. Your Committee explored the possibility of reducing expenses but our investigations disclosed that the Headquarters and the Branches responsible to it are operating satisfactorily. It was pointed out in discussions that some Branches are maintained from the General Fund for the convenience of the membership, despite the fact they are not self-supporting. We fully endorse this principle.

Your committee went into the matter of the Organizing System and reports that we are unanimous in endorsing it in its entirety and urge the members to give it its fullest support.

In the matter of the New York Branch, we were taken on a conducted tour by the Agent who explained in detail the workings of the several departments. We are agreed that this Branch is working at peak efficiency and any reduction in personnel with a view to cutting expenses would be ill-advised. We might add that some members of your committee were of the opinion that in some respects, it was understaffed.

Your committee invited all interested members to bring in any proposals they might have. The majority of these members were of the opinion that the Branch was understaffed. Many of them felt that among other things cer-

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The rank and file committee elected at a regular membership meeting to investigate the efficiency of the Union apparatus meets in the New York Hall. Such check-ups, by the membership, are made possible by the democratic principles of The Seafarers International Union. The report appears in the adjoining column. Seated (from left to right) are: R. Porter; A. Marco; J. Marciano, and J. Arras. Standing, are: J. Sussman; H. Guinier, and R. Sparrow.

ISTHMIAN VOTING GOING WELL FOR SIU

NEW YORK, April 19—Earl (Bull) Sheppard, Seafarers Director of Organization for the Atlantic Coast, today called on the SIU rank and file to redouble their efforts to sell the Union to Isthmian men "on every dock, on every ship, in every bar, in every port."

The Isthmian election, meanwhile, had progressed close to the half-way mark, with 39 ships having been voted to date.

Volunteer organizers aboard Isthmian ships which have voted so far report a substantial margin of the votes being cast for representation by the Seafarers.

Conn. Seamen Get Good Deal

Here's a good deal for merchant seamen if they live in Connecticut.

Any resident of that state who has left merchant marine service with 32 months' seetime may claim an annual \$1000 property tax exemption. Provisions of a 1943 state statute provides such exemptions for honorably discharged members of the U. S. armed forces, said Assistant Attorney General Bernard Kosicki in a recent opinion.

Sheppard was loud in his praise (and, Brothers, the Bull can be plenty loud when he wants to be) for the Seafarers and SUP members who have contributed to the margin of victory so far. "But," he emphasized, "the load is being carried by the more militant members. There still are some SIU men who aren't doing their part."

TALK IT UP!

"This is no time for anyone to be dragging their heels. Every member of the SIU and the SUP has got to talk up the Seafarers to every Isthmian man he meets to make the overwhelming victory more certain.

"And he can't just wait around for an Isthmian man to turn up. He's got to seek them out and talk up the Union."

From other ports the encouraging news continued to flow in. The Gulf area still seemed to be the strongest bastion of the SIU, but there was no apparent slackening of SIU feeling among the Isthmian crews which voted at East Coast ports.

VIEW STRENGTHENED

From the West Coast, SIU organizing committees reported that the proposed amalgamation of the Curran and Bridges forces into one big waterfront union was

crystallizing Isthmian opinion in favor of the Seafarers.

"There's plenty of talk of that commie 'united front,'" one report said, "and the Isthmian men are paying attention to it. They don't like the idea of the possibility of being called out on a strike for purely political purposes, and that's the whole line of the united-waterfront unions program."

"Out here the seamen know Bridges' organization for what it

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Waterman Seeks New Ships

The Waterman Steamship Corporation has applied to the Maritime Commission for 12 new ships under the ship-sales act.

It was disclosed that the Waterman Corporation has purchased 22 new modified C-2 type vessels which have been delivered within the last three years. The company plans to extend its Gulf-United Kingdom-Continental service to include New Orleans and Texas ports in the West Gulf range, and expects to have all its 22 vessels in commercial operation in its liner services by the end of May.

Breaks WSA, Shipowners' Collusion

NEW YORK, April 19—The SIU emerged victorious yesterday from its fight against collusive action between the WSA and shipowners on the foreign transportation rider.

All demands of the Seafarers on the foreign rider were met.

The Union and operators have agreed to meet in the near future to cover all points on all types of riders under a collective bargaining agreement.

This will assure full security for the SIU without interference by government bureaus.

The rider victory is an important step in backfiring the Union-busting move of the WSA-Shipowner collaboration. Throughout the negotiations the WSA held the threat over the head of the SIU of reallocating ships to NMU-contracted operators.

The record shows that the NMU would be glad to move "hot" ships on a finky WSA deal of this sort. They pulled just such a stinker several months ago when the WSA reallocated eight ships tied up on a SIU-SUP quarters beef job action on the West Coast.

Furthermore, the commies said, at that time, they would be glad to sail even more "hot" ships under similar conditions.

The rider victory is another instance of all seamen benefitting by the militant action of the SIU. As it often has in the past, the Seafarers bucked the combined strength of the shipowners and government agencies alone.

Text of the rider follows:

FOREIGN ARTICLES

It is agreed between the Master and seamen, or mariners, of the of which is at present Master, or whoever shall go for Master, now bound from the Port of and then to such other ports or places in any part of the world, as the Master may direct, or as may be ordered or directed by the United States Government or Department, Commission, or Agency thereof, and back to a final port of discharge in the Continental United States, for one voyage only, for a term of time not exceeding nine calendar months.

RIDER

It is also agreed that these articles shall terminate at the final port of discharge in the Continental United States of America. If the final port of discharge is on

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SEAFARERS LOG

Published Weekly by the
**SEAFARERS INTERNATIONAL UNION
 OF NORTH AMERICA**
 Atlantic and Gulf District

Affiliated with the American Federation of Labor

At 51 Beaver Street, New York 4, N. Y.

HAnover 2-2784

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Entered as second class matter June 15, 1945, at the Post Office
 in New York, N. Y., under the Act of August 24, 1912.

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Unity 'Phisteris'

Among followers of the horse tracks there is a word for it: phisteris. It is a beautiful word, as are most words coined for a purpose. In racetrack parlance "phisteris" is applied to anything of doubtful value. A tout's tip is a lot of phisteris. A mutual ticket on a horse that lost is just so much phisteris. The bragging of a losing jockey or trainer is phisteris.

We bring this phisteris point to bear because we think there is no word which so adequately describes the "movement for Unity in maritime," to be nurtured at a meeting in San Francisco on May 6.

We would like to say forthrightly that the movement is phisteris, pure and simple.

And the reason we have gone to such pains to bring the race track to sea is that we do believe in maritime unity. We believe there is a real and definite need for unity among the maritime unions, and that much good can be accomplished by such unity.

But it is a far cry between real maritime unity and the phisteris unity proposed by the so-called Joint Maritime Publicity Committee. One of the handbills gotten out by the committee shows the political purposes of the Unity Program. Listed among the sponsors of the conference is, and we quote directly: "Members of the International Longshoremen's Association, AFL."

There the whole import of the Unity Program is revealed baldly and nakedly: the Communist-dominated maritime Unions, led by Joe Curran's NMU and Harry Bridges' ILWU, are out to raid the ILA. The tactics will be the same as those employed during last October's ILA waterfront strike: the CIO will be using a small group of ILA malcontents to try to move into the East Coast.

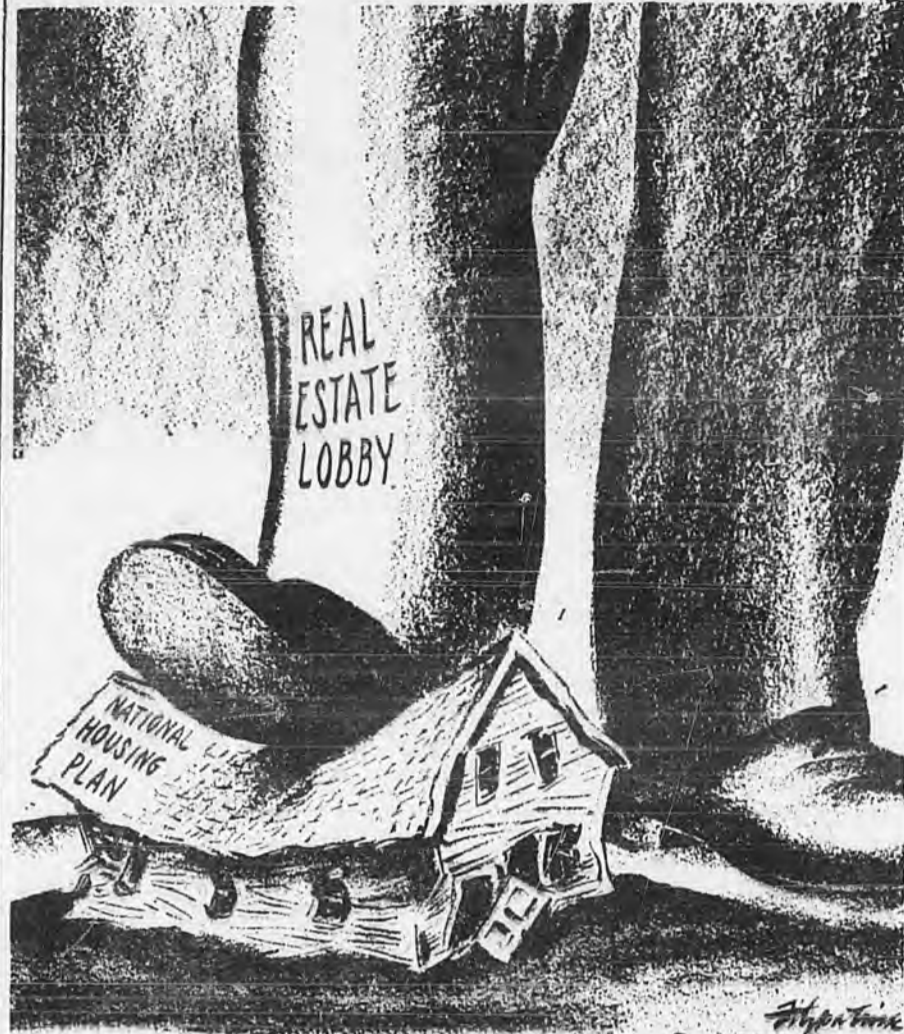
All of the unions which will be represented at the conference will be CIO unions, with the exception of the Marine Firemen, Oilers, and Watertenders of the Pacific. And woe betide the MFOW! You can look for that independent outfit to be gobbled up by the NMU before the many syllables of its name can be enunciated.

But even that isn't the full import of the "Unity in Maritime" movement. First off, there is the dubious tie-up between Bridges and Curran, representing two of the CIO's most powerful—and most dissident—unions. There, according to the best qualified observers, you'll have a real struggle for power.

And yet, whoever wins, nobody's the winner. The choice between these two characters is a dubious one.

Yes, we're all for unity on the maritime front. But can you see unity in a deal like that?

We can't. That's why we say it's all phisteris.



WHILE THE PEOPLE HUNT FOR HOMES St. Louis Post Dispatch



Men Now In The Marine Hospitals

These are the Union Brothers currently in the marine hospitals, as reported by the Port Agents. These Brothers find time hanging heavily on their hands. Do what you can to cheer them up by writing to them.

BRIGHTON HOSPITAL

- G. PHINVEY, JR.
- ED. JOHNSTON
- FRED HOHENBERGER
- ROBERT GUSHUE
- W. R. SHEA
- J. E. LEE
- E. P. BELKNER, SR.
- J. COXWELL
- HANS I. HANSEN
- P. CASALINUOVS

NEW ORLEANS HOSPITAL

- J. DENNIS
- J. H. BOWEN
- DONALD DAHL
- JAMES RILEY
- R. E. THORP, Jr.
- P. F. HICKS
- W. F. LEWIS
- H. A. CRUSE
- EDWARD JOHNSON
- J. E. DALE
- C. JANULEVICUS
- W. J. MARIONEAUX
- R. M. NOLAN
- JOSEPH MAJEAU
- H. D. STERTZBACK

STATEN ISLAND HOSPITAL

- J. CLAMP
- R. G. MOSELLER
- C. KUPLICKI
- W. B. MUIR
- W. G. H. BAUSE
- J. NOVAK
- C. H. GOODYN
- W. B. COPELAND
- L. R. BORJA
- C. MIDDLETON
- J. LITVAK
- O. HODGE
- J. L. WEEKS
- J. L. WEEKS
- L. L. MOODY, JR.
- P. E. SMITH
- J. J. SWYKERT
- J. BRODDUS

- L. A. CORNWALL
- V. SHAVROFF
- J. GRIFFITH
- H. L. DAISEY
- H. C. PELLER
- C. G. SMITH
- J. P. CAMPBELL

GALVESTON HOSPITAL

- JAMES PRINCE
- D. MITCHELL
- R. H. ABBOTT
- SPEAKS
- THOMPSON
- BANTA
- EDEFARS
- B. M. ELLSWORTH
- M. JLESON
- M. J. WILLIAMS
- J. A. DYKES
- V. A. BOEHRINGER
- POSTON
- J. NOLAN
- BLUE
- R. V. JONAJN

ELLIS ISLAND HOSPITAL

- D. McDONALD
- J. KOSLUSKY

MOBILE HOSPITAL

- W. CURRY
- S. JOYNER

BALTIMORE HOSPITAL

- NEWTON PAINE
- WILLIAM RUMBOL
- HARRY KESSLER
- JAMES GRAHAM

FORT STANTON HOSPITAL

- NICK GAMAMIN
- A. McGUIGAN
- E. T. HARDEMAN
- A. B. THOMPSON
- J. E. McCREADIE
- JOHN R. SARTOR
- L. L. LEWIS

SQUIBS...

Detroit auto manufacturers have decided not to hold their annual auto show. Too bad. It would have been fun seeing Grand Central Palace jammed to the doors with the cars General Motors didn't produce between Nov. 21 and March 13.

The boss called his faithful old clerk into his office. "Jones," he began, "You've been working for me for 15 years and in all that time you've been faithful, you've never joined a union, you've never failed me." "Yes, sir," said the clerk expectantly.

"So in order to show my appreciation," the boss continued, "you will henceforth be addressed here as Mr. Jones."

Eight striking employees of a New Haven tool factory, clad in evening clothes and derby hats, picketed the Park Avenue residence of the company's president in New York City. That's just the sort of thing that Tom Girdler says is wrecking the free enterprise system and which will lead to Sewell Avery's testifying for the Case bill dressed in overalls and a sweat-shirt.

FORD WORKER'S PRAYER

Our Father who are in Dearborn
 Henry be thy name.
 It shall be done at River Rouge
 As it was done at Highland
 Park.
 Give us this day our daily
 18 cents
 And forgive us for taking it,
 As we forgive those who take it
 from us.
 And lead us not into com-
 petition
 But deliver us from Kaiser and
 Frazier
 For theirs is the power of
 production.
 (From Ford Facts, Local
 600, UAW)

Hospital Patients

When entering the hospital notify the delegate by post-card, giving your name and the number of your ward.

Staten Island Hospital

You can contact your Hospital delegate at the Staten Island Hospital at the following times:
 Tuesday—1:30 to 3:30 p. m.
 (on 5th and 6th floors)
 Thursday—1:30 to 3:30 p. m.
 (on 3rd and 4th floors.)
 Saturday—1:30 to 3:30 p. m.
 (on 1st and 2nd floors.)

- H. TUTTLE
- FRANK NICHOLSON

DETROIT HOSPITAL

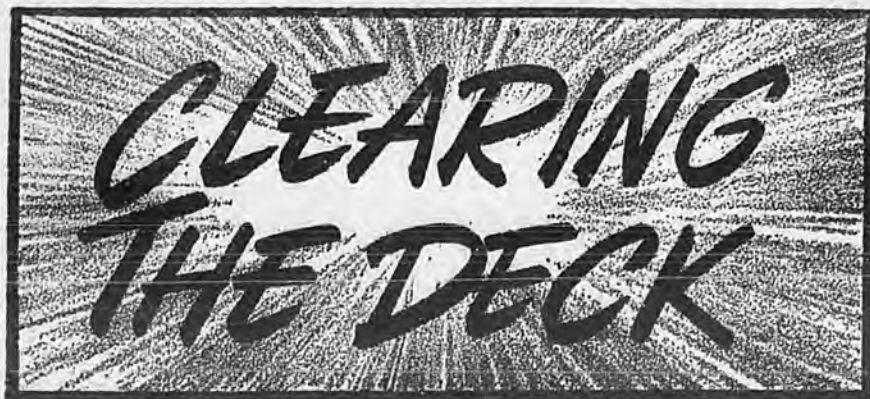
- EDWARD WARES
- WALTER DERR
- LYNN BURKE
- TONY SOVERENTO
- ALEX McMILLAN

BUFFALO HOSPITAL

- THOMAS DUFFY
- J. LA BONTE
- J. PEMBROKE
- ART JEPSON

SAN JUAN, P.R. HOSPITAL

- HIPOLITA DE LEON
- JOHN VANDESSPOOL
- ROBERT MORGAN
- DELAWARE P. ELDEMIRE
- ANGEL CABRERA
- F. M. DUCLOS
- GERALD R. VOHLER
- BLAS RAMIREZ
- JULIO CATO BERNARD



By PAUL HALL

The Seafarers have rolled up victory after victory in the past few years and the present campaigns will be no exception. The reason for this is that the SIU is a young progressive Union with an active alert membership. When an issue came up it was met with the full united strength of both officials and membership.

When the Seafarers moved into the present New York Hall in September, 1944, there were some greybeards who bemoaned the move on the grounds that the Union was assuming too big an obligation. Their opinion was honest enough but faulty, as a trip through the Hall shows today.

Every inch of available space from the door to the sixth floor is in use with basement space being used for some of the technical equipment.

The dispatchers and recreation halls are crowded from opening to closing time and it is a tribute to the membership that a drunk is seldom seen.

In 1944 there was ample space for large offices and much less cramped secretarial and operational space, but that has changed long ago.

Nearly every week it has been necessary to move another desk and a few filing cabinets into some already overcrowded office or to erect some new partition to create additional space.

Experience On The Job

The experience that has been gained in the Isthmian campaign has served the Union well and has shown just what can be accomplished when all sections of the Union apparatus work as one. It has definitely proven that in order to successfully conduct any sizable action this working unity must be achieved.

Through this campaign the Seafarers has learned that certain types of men are excellently qualified for certain types of jobs and to obtain the best results the right spot must be found for the right men.

A Patrolman may be just the man to payoff and sign-on ships; he may be able to settle beefs aboard ship and yet be absolutely no good on a committee arguing the point out in a conference with company officials.

An Organizer may be able to work day after day with the shoreside apparatus, dodging the company guards, and lining up crew after crew and still as a crewmember himself unable to win over a single man.

Hundreds of ships organizers have developed in this campaign and these, together with those who have worked in the shoreside apparatus, are the ones who will lead the Seafarers in the struggles that are bound to come.

Learning Union Operation

A Union official cannot long remain a specialist. In all ports, especially, an official must be alert to all matters and generally prepared to meet issues and act on them immediately. Often a few hours delay greatly embarrasses the settlement of an issue.

The policy of the SIU has been to avoid any specialization by changing jobs around, so that everyone would have an opportunity to learn the operation of the entire Union apparatus and be able to fill in anywhere at anytime. In many of the smaller ports the few Union officials have to do everything from the Janitor work to keeping the books. When any issue arises they have to be able to act on it right away.

No member or official can know too much about Union operation. Every day new problems arise and in the near future the Union is going to be faced with all sorts of issues which will have to be met and fought out on the spot.

The Need For Expansion

Winning the Isthmian election doesn't mean the end of organizational work. In the Gulf Area the towboatmen are already beginning to organize on a large scale. The Inland boatmen and rivermen want organization and are asking the SIU for it.

There are still thousands of seamen sailing on unorganized ships in the coastwise and foreign offshore trade. So long as one man or one company in the maritime field remains unorganized the job of the Seafarers isn't finished.

To meet the demands of the future the Union must streamline its apparatus into a smashing power. No port where ships call can be neglected. The membership pays dues and has voted a number of assessments to safeguard their interests. This money is in the Union treasury, not to gather moss, but to draw interest in the form of better conditions, higher wages, and still better representation.

Time Is Ripe For Action

The Seafarers has the forces with which to work. The Isthmian campaign alone has developed hundreds of potential leaders for the struggles yet to come. The leadership of the SIU has undergone a

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Isthmian Men Urged To Remain On Ships After They Have Voted

By EARL SHEPPARD

Voting has been going on pretty regularly on the Isthmian ships, and by the end of this week almost half of the fleet will have voted. On some ships, only a small percentage of the crew are eligible to vote, but on the majority a fair percentage of eligibles are found.

A factual survey of the situation indicates that up to the present the Seafarers are winning with a substantial majority, some 70 percent of all ballots cast having been for the SIU. 51 percent of the total is required to determine the winner on the first ballot, otherwise a runoff election must be held between the two leaders.

Very few indicate that they are voting for the company and there is no doubt that the company will be on the tail end of the final tally. This doesn't mean that the company will give up right away, however. They will continue to try and get their own men aboard, and to try to win over the men who were ineligible to vote.

THE COMPANY ROLE

Steamship companies all work the same way, against the seamen. They are not dumbbells, however, and use everything possible to wean the seamen away from the Union even after elections are won and contracts signed.

Already the Isthmian line is getting more liberal with overtime, less insistent on bell to bell working and much more generous in the matter of conditions. Just as soon as the elections are over and the NLRB announces that the SIU has been certified as the sole bargaining agent, the company will bring wages, overtime and working conditions up to Union standards.

The operators don't do this because they are yielding to the Union without further fight, or because they have suddenly become big-hearted. They bring conditions up to Union standards so that they can claim a written agreement and Union representation is no longer necessary since they have already established union conditions.

STAY ON THE SHIPS

This is the reason the company will endeavor to replace SIU members and those who have voted SIU, with men who have not participated in the campaign to organize the company, and who will think the new conditions aboard the ships were granted by the company without pressure, and who as a result will not actively support negotiations for a written agreement.

On the other hand, if the company by any chance wins any election, they would immediately lower wages and conditions to the lowest possible standards.

The Seafarers has participated in and won many elections, and the result has always been the same. The minute the results were announced, even before negotiations were opened, conditions



EARL SHEPPARD

were raised to a par with the Union agreements.

It is very important that SIU men continue to try and get jobs on these ships, and that those members who are aboard try to stay aboard. Getting aboard an Isthmian ship will be harder and harder as the days go by until the elections are over, but it is increasingly important that this be done.

Isthmian crews have fought long and hard for the SIU representation which will be theirs as soon as the results are announced.

ced. This representation must be protected, and a binding written agreement negotiated as soon as possible. In any event, Isthmian conditions will immediately improve, even before the elections are over. Riding these ships won't be so tough as it was in the past.

FULL AHEAD

In the meantime, the Seafarers is looking ahead, and already other unorganized companies are being surveyed to determine which shall be the main point of concentration. The Union isn't going to stop, and there will be no slow bell on the organizing drive.

As a result of growth and continued success of the Seafarers, it is now nationally recognized as the most powerful maritime union in the field. Every day requests come in from towboatmen, tugboatmen, inland waterway and rivermen, bargemen and ferry boatmen, for the SIU to send a representative to talk to them.

The SIU does not intend to let these men down. They want to organize, and they are going to get the opportunity. In this campaign to organize the entire industry every member of the SIU is an organizer, and with this kind of organizing force the Seafarers cannot lose.

Captain Accused Of False Logs

Isthmian Vote Going Well

(Continued from Page 1) is, and the amalgamation business has shown them what the NMU is, too."

NO BLAST NEEDED

Many of the organizing committees aboard Isthmian ships reported that there was no need to blast the NMU, because the Isthmian seamen are familiar with the blackguarding efforts of that union, and do the blasting themselves every time the subject comes up.

As for "no-Union" sentiment, that can be summed up in one three-letter word: nil. Despite the efforts of Isthmian to pack its ships with company men during the months prior to the formal announcement by the NLRB of the election, there are few of them aboard any ships.

Even more to the point, is the fact that many of the men who were hired by the company because of their avowed anti-union proclivities have been swayed by the strong SIU tide, and have announced that they would mark their Xs in the box marked Seafarers International Union.

NEW YORK—Captain Ramm of the South Atlantic's Coffeyville Victory was charged by his crew members with falsifying his log book, a circumstance which was attested to by the Purser, on arrival of the ship in port here, and upheld by the U. S. Shipping Commissioner at a hearing.

At the payoff the Commissioner, as a matter of routine, asked members of the crew whether they had witnessed their logs. All answered negatively. The Purser was questioned. He said, no, too. The Captain stormed and the Captain raged, threatening the Purser.

Then the Commissioner ordered the hearing. With the aid of Patrolman Jimmy Sheehan, he established the fact that no men had been called up to the bridge or to the Captain's stateroom to hear the logs brought against them or to sign the log book. All men logged had their logs voided.

The madhouse payoff also featured disputed overtime. Most of this was in the Steward's Department, where, in the course of a three-month trip to South America five successive Stewards donated their fast services to the company, adding to the overtime confusion. Beef was settled to the crew members' satisfaction by Patrolman Colls, Hart and Sheehan.



Make Isthmian SIU!

Cape Junction Wants Four-Watch System

PORT SAID—Isthmian seamen aboard the Cape Junction held two shipboard meetings before hitting this port, and came up with a recommendation supporting the four-watch system. Copies of the resolution, signed by a big majority of the crew, were forwarded to the SIU headquarters at New York.

Text of the resolution is as follows:

"Resolved that we ask the leadership of the SIU to take into consideration the following things that are arising in the maritime industry at the present time, namely: the boneyarding of numerous ships which means scarcity of jobs and unemployment for the seamen throughout the industry, and that the seamen who stand watches at sea work seven (7) days a week without any days off—a fifty-six (56) hour week.

"Be it further resolved, that when the contracts terminate in September, 1946, the leadership push for a four (4) watch system to combat these obstacles."

FIRST MEETING

At the first meeting held at sea by the Cape Junction crew, D. Morgan was elected chairman and L. Nasukiewitz as secretary. Pete Kordakis was chosen as Deck Delegate; Harry Baldkauff as Engine Delegate; and Red Twyman as Stewards Delegate. When the floor was opened for

beefs, a couple of minor details were cleared up, and it was noted that the Wipers were losing a considerable amount of overtime cabbage by not being under SIU contract. The Cooks were also commended for serving good food.

Delegate Twyman of the Stewards Dept. settled a beef with the Port Captain, Port Steward and ship's Master whereby 8 men in the Stewards crew received a split of 10 hours' overtime for extra meals. This was quite a victory for Red.

SECOND MEETING

A second shipboard meeting was held on April 3rd, and during the course of business the resolution regarding the four-watch system was drafted and passed.

A small beef in the Stewards Dept. was settled with glasses being passed out to all crew members. After a brief discussion on Union policy and background under Good and Welfare, the meeting was adjourned.

Bosun Lund reports that the crew enjoyed swell weather in the 15-day trip across to Port Said, and that everyone commented upon the fact that the crew was made up of such a swell bunch of guys. According to the report, the Cape Junction has an almost solid SIU crew, and intends to strive for a 100 percent SIU vote when she returns to good old U. S. soil.

Coast Guard Confused, No End

One of the main reasons the Coast Guard should get the hell out of merchant marine affairs is that it works at odds ends, constantly creating confusion throughout the entire industry. A case in point occurred last Wednesday.

William O'Connor is a qualified engine department man, having all indorsements from Wiper to Jr. Engineer, with the exception of Electrician and Assistant.

He has shipped as Assistant Electrician on several ships without the indorsement, and has been refused on several others. Naturally, he wants to be able to ship on any job he is qualified for, so he went to the New York examiners for an Assistant's indorsement.

He was given the usual run-around, and in the end requested the Union to take the matter up.

The Union immediately contacted Commander Bridges of the Coast Guard, and was informed that the indorsement wasn't

necessary, and that any qualified engineer man could ship on the job.

Now, isn't this a hell of a note! One thing is law in one port, and another thing somewhere else. The Coast Guard doesn't know whether it is coming or going. If they cannot even form a policy for all ports on certificates, how can they expect to run the affairs of the merchant marine?

This is just another reason why the merchant marine should immediately return to the pre-war status and the Coast Guard be put back to chasing icebergs.

Clearing The Deck

(Continued from Page 3)

rapid turnover and there is always room for capable and aggressive members in that leadership.

No one can draw a perfect blueprint of the future, but the things that are happening today give a pretty clear picture of what can be expected.

The collusion of the WSA, Coast Guard and other government bureaus with the shipowners is no matter of accident. It is a definite test of strength, a test to see whether the Union or the owners and bureaucrats will determine the conditions of the seamen.

Thus far the Seafarers has met all issues squarely, the Coast Guard, WSA Medical examinations, competency cards, riders, and dozens of others. In every instance the result has been a victory for the Seafarers.

All Energies

The issues that have arisen thus far are important but they are of small stature compared to the attacks that can be expected in the future.

To meet these attacks a strong vigorous Union is needed. Every ounce of Union energy, every facility, every resource, must be devoted to the fullest education of the entire membership in preparation for the struggles to come.

This isn't the time to quibble about little things but rather a time to look at the big things ahead. With the correct carrying out of a program of education of the entire membership, the Seafarers can face the future with assurance. The goal of the SIU is the organization of the entire industry, the time to do the job is now.

SEA FLASHER—88 PERCENT FOR SIU!



This Isthmian crew voted for the SIU 88 percent. Reading from left, First row: Valencia, Reese, Fitzkee, Beyer, and Charroin. 2nd row: Youngblood, Sr., Hardin, Youngblood, Jr., and Robker. 3rd row: Bosquin, Cavender, Buckley, Thompson, and Wiggins.

Lewis Condemns Operators 'Imbecility'

WASHINGTON (LPA) — Not enough soft coal was produced in the nation last week to light a fire under a mine owner, but the operators were burning plenty, nevertheless, after an unprecedented tongue lashing given to them by John L. Lewis, who walked out on the stalled negotiating sessions.

Subsequent meetings between Labor Secretary Schwollenbach and the miners and separately with the operators produced little progress toward solution of the walkout of 400,000 bituminous miners which started on April 1. There was hope, however, that the negotiations which were broken off when Lewis walked out would be resumed this week.

Lewis' vivid denunciation of the operators came after his motion to report disagreement to the full conference had been defeated by the mine owners. Reading from a prepared statement the mine workers' leader told the operators:

"For four weeks we have sat

with you, we attended when you fixed the hour, we departed when weariness affected your pleasure. Our effort to resolve mutual questions has been in vain; you have been intolerant of sugges-

tions and impatient of analysis.

"When we sought surcease from bloodletting, you professed indifference, when we cried aloud for safety of our members, you answer—'Be content—'twas always thus.' When we urged that you abate a stench, you averred that your nostrils were not offended. When we emphasized the importance of life you pleaded the priority of profits, when we spoke of little children in unkempt surroundings you said—'Look to the State.'

"You aver that you own the mines, we condemn your imbecility. You are smug in your complacency; we are abashed by your shamelessness; you prate of your respectability; we are shocked at your lack of public morality. You scorn the toils and abstinence and the perils of the miners; we withhold approval of your luxurious mode of life and the nights you spend in merriment. You invert the natural order of things and charge to the public the pleasures of your own indolence; we denounce the senseless cupidity that withholds from the miners the rewards of honorable and perilous exertion.

"To cavil further is futile," Lewis thundered. "We trust that time, as it shrinks your purse, may modify your niggardly and anti-social propensities." Then he strode out, followed by the other UMW negotiators.

PEDESTRIAN



John L. Lewis took a walk last week—straight out of the negotiating sessions with the soft coal operators in Washington. Before he left, however, he let go a blast at the mine owners that had them rocking. "We condemn your imbecility," declared Lewis, "You are smug in your complacency; we are abashed by your shamelessness; you prate of your respectability; we are shocked at your lack of public morality." (LPA)

Investigators Okay Union Setup

(Continued from Page 1)

tain Port Halls should be opened at once.

Your committee went into all the recommendations of the rank and file members and found that in each instance these proposals were already in force or recommended by the recent Agents' Conference.

A proposal that we discontinue the practice of requiring all registration cards to be stamped with its accompanying results was not adopted because it was felt that this measure was a prime method of educating our members.

A further proposal was made that a Steward Dept. member

inspect the stores of all vessels before they clear. In discussion it was pointed out that this would necessitate many inspectors as the waterfront is so vast; it was therefore, rejected as impractical.

Your committee recommends that each Branch adopt the New York Branch system of filing and shipping in the interest of uniformity and efficiency. We further recommend that a similar committee to this one be elected in each Port.

In conclusion, we are happy to report that your Union under the present leadership is functioning most efficiently and receives our unanimous endorsement.

Isthmian Seamen!

United States Of America
National Labor Relations Board
OFFICIAL SECRET BALLOT
FOR EMPLOYEES OF
ISTHMIAN STEAMSHIP COMPANY

This ballot is to determine the collective bargaining representative.
If any, for the unit in which you are employed.
If you spoil this ballot, you will be liable to the Board Agent for a new one.

MARK AN "X" IN THE SQUARE OF YOUR CHOICE

<input type="checkbox"/>	National Maritime Union
<input type="checkbox"/>	International Union of Marine and Shipbuilding Workers of America
<input checked="" type="checkbox"/>	Seafarers International Union of North America, A. F. of L.

VOTE SIU!



A letter from a Brother who quoted an employee of the United Seamens Service as saying that merchant seamen had been babied too much during the war and it would have to cease, was received. (See letter page.)

QUESTION: What did the United Seamens Service do for you during the war?

WILLIAM PARKER, AB—

Those phonies never did anything for me. Most of the clubs were cold and uncomfortable, and we were made to feel almost unwelcome. The club in Panama wasn't too bad, but the rest were pretty poor. The people who worked in the clubs never did any favors for seamen, but they made us feel that everything they did was a favor. I guess maybe they thought that acting decently to ordinary seamen, not officers, is babying them.



HENRY E. SOHL, AB—

Why, they never went out of their way for anyone. They got paid for everything that they did. I never asked them to do me a favor, but from the way they did the routine stuff they were supposed to do, I can bet they would have raised quite a fuss. When they talk about babying us, they are plain nuts. First they don't want to do us any favors, and then they want to remain in existence for a while longer. It just doesn't add up.



PAUL SCHAD, AB—

They must hide those clubs in the hills. They are hard to find, and when you find one it isn't worth it. I don't know what they mean by babying us. We had to pay for everything we got, and the prices were not low. Sometimes they would make a fuss about the seamen and tell them what heroes they were, but that isn't babying them. We were all in the war together, and it doesn't sound so good to hear that they think they were babying us during all that time.



LEONARD C. WALBERG, AB—

I have been in quite a few of their clubs and I have never been babied. On the other hand, sometimes the people who worked there weren't even civil. You know, they think they are doing you a favor by telling you the right time. We became fed up with their attitude, and we only went there when we had no place else to go to. If the don't like us, and don't want to baby us, as they say, then why don't they dissolve and leave us alone? The war's over, and they can close up shop.

Kathleen Holmes Crewmembers File Charges Against Skipper

SHANGHAI — Crew members of the Isthmian Line ship, Kathleen Holmes, led by SIU ships organizers Suall and Larsen, charged Captain Bert E. Smith with failure to comply with Section 673 of the Seaman's Act, and with violation of Rider No. 7 of the Ship's Articles. In accordance with the law, the crew requested the U.S. Consul General at Shanghai to hold appropriate hearings, and see that the law was enforced.

On March 14th, the crew held a special meeting aboard the Holmes to discuss the Captain's actions, and a committee of three was elected to carry through on the charges.

The committee drafted a letter to the U.S. Consul General at Shanghai containing the following detailed charges:

"We, the crew of the Kathleen S. Holmes, through our undersigned representatives do hereby lodge the following complaints for adjudication by the Consul General:

1. Title 46, USCR, Sec. 673,

makes it obligatory on the part of the Master to maintain sea watches continuously while at sea, under penalty, for Sailors, Firemen, Oilers, and Water-tenders. We charge that the Master of the above named vessel did violate the law on March 12, 1946, at 1200 by ordering, through the Chief Mate, that the Able Bodied seamen be placed on day work, i.e. from 8000 to 1700 with one hour off for lunch. The official Log Book and Bell Book will show that the ship was still officially at sea until Finished With Engines was rung on the afternoon of March 14, 1946.

2. We charge that Number 2 lifeboat is in an unseaworthy condition.

3. We charge that an injured crew member was repeatedly denied suitable and appropriate medical attention when available.

4. We charge that Title 46, USCR, sec. 670 was violated not only in price but in availability of goods.

5. We charge that the 2nd Asst. Engineer is incompetent and a menace to the safety and lives of the crew and vessel.

In view of the above charges, which can be proven to the satisfaction of the Consul, and

the fact that Articles have been broken by the Master's violation of Title 46, USCR, sec. 673, it is requested that appropriate hearing be held and Title 46, USCR, sec. 673 and 685 be enforced."

CONSUL STALLING

Committee reported at another crew meeting on March 15th, and a motion was carried authorizing the special committee to take such actions as they saw fit regarding the charges against the skipper.

Another meeting was held on March 19th, and discussion arose regarding the shortage of tobacco in the slop chest, as well as on the charges. The 3-man committee was further authorized to represent the crew in the matter of cigarettes, and empowered to call a meeting for trial purposes.

Further reports from volunteer organizers Larsen and Suall state that continuous organizing progress is being maintained aboard the Holmes, and that by the time she returns to this country and is voted, she'll be in good shipshape form for the Seafarers.

The last radiogram from the Holmes reports that the Consul at Shanghai is apparently stalling. However, the full strength of the Seafarers is being massed behind these Isthmian seamen who are being victimized by an unscrupulous Captain who cares more about saving Isthmian a few dollars in overtime rather than in the safety and well-being of his men.

In the event that further action on these charges is impossible at Shanghai, a complete investigation and hearing will be insisted upon by the Seafarers International Union when the Kathleen Holmes arrives back in this country some time within the next two months.

Beats WSA, Shipowners' Collusion

(Continued from Page 1)

the Pacific Coast, Gulf of Mexico, or on the Atlantic Coast South of Cape Hatteras, first class transportation shall be provided plus wages and subsistence to the port of engagement in the Continental United States, or at the seamen's option, cash equivalent of the actual cost of first class railroad transportation (less railroad tax) shall be paid, except where the collective bargaining agreement provides a specified amount then that sum shall be payable.

It is further agreed that in the event that ship returns light or in ballast to the Continental United States articles shall terminate at first port of arrival in accordance with voyage description set forth herein except that when the arrival at the first port is for the purpose of securing additional bunkers, stores, or making emergency repairs of not more than seven days duration Articles shall continue until the vessel can proceed to another U. S. port.

It is further agreed that if within thirty days of signing clear of these articles a seaman who accepted first class railroad transportation less railroad tax in cash presents himself in the company's or agent's office at the port of signing on articles, he shall be paid an amount equal to wages and subsistence for the number of days ordinarily required to travel from port of signing off back to the port of signing on, provided that no wages or subsistence shall be payable to a seaman reporting back to the port of signing on within thirty days if such seaman has returned as regular crew member of this vessel.

Operations Regulation 55 and 72 of the War Shipping Administration shall also apply.

His First Log, A Real Phony, Lifted In Port

To Hiram F. Haines, a Chief Cook who has been sailing since 1922, came his first log recently.

Brother Haines was aboard the Florence Crittenden, out of Baltimore, and had received nothing but compliments from the Captain on his cooking until the beef in question came up.

That followed the Captain's request that he be saved some supper, since he was coming aboard late. Haines did as he was told, and as the Messman was serving the Skipper told him to be sure to put in overtime for the late service.

DOG FOOD?

The Skipper asked Haines if he intended to put in overtime, too. "Sure," said Haines. "I worked overtime, didn't I."

"Yes," the Captain admitted, "but the meal wasn't fit for a dog."

"You ate all of it, Captain."

"Sure, I was hungry," the Captain said, "but that meal still wasn't fit for a dog; who the hell do you think you are, anyhow?"

"I might ask you the same question, sir. You may be Jesus Christ on the high seas, but in port you're just another Captain to me."

"By God, I'll log you for that remark," the Captain roared.

He did. He logged Haines for \$200.67 for the remark.

But he couldn't make it stick. The Shipping Commissioner told the Captain he couldn't make it stick. So the Captain of the Florence Crittenden backed water, and Chief Cook Haines was paid off.

NMU Sails Picketed Ship

TAMPA, April 5 — The NMU sailed a strike-bound, picketed ship from this port this morning. The vessel, the LaSalle Seam of the Atlantic Coast Line, was being picketed by striking phosphate miners.

This pernicious, NMU-tactic was in violation of a pledge made earlier to the president of the phosphate miners that the picket line would be respected.

The picket line was thrown around the ship when half the cargo of phosphate had been loaded. Longshoremen working the ship immediately quit.

The Atlantic Coast Line, notorious scab-employing outfit, finished loading the ship with scab labor. Then the NMU, demonstrating greater allegiance to the company, backslid on its promise to the miners. The president of the miner's organization was informed that the NMU had held a meeting and had voted to sail the ship.

Most of the original crew refused to accept the fink decision and walked off the ship. The NMU, which holds a contract with the ACL, sent another crew to replace the more union-conscious members.

Criticism Of Piecards Brings Fast Expulsion For An NMU Oldtimer

One of the tactics of commie-dominated unions is to yell "red-baiter" whenever someone has the nerve enough to stand up in the union meeting and ask questions of the officials.

One such union is the NMU. In the NMU it is unconstitutional to criticize the officials or question union policy. And in the NMU charges can be brought against a member if he defends himself against goons.

Henry P. Boslooper, NMU No. 48675, found out all these things—to his sorrow. He stood up in a New York branch meeting and said that he didn't want the union officials to plan a policy so as to follow the line of any political party.

He didn't mention the Communists, but everybody knew what he was talking about. And then the fun started.

RIGHTS DENIED

First of all, he was told by the Philadelphia Agent, who was present at the meeting, that this type of criticism was unconstitutional and would not be tolerated.

Later that same evening, when he went into a bar, he was set upon by a couple of "strong-arm" gorillas, and warned that his "red-baiting" would have to stop. If he persisted in raising embarrassing points at union meetings, they threatened to really do a job on him.

All this to a man who joined the NMU in 1939 and has served in responsible capacities for the union, both on ship and ashore.

A few days after the meeting in question, Boslooper was in NMU New York hall, and one of the stooges tried to rough him up. He, of course, defended himself, but he was put out of the hall, and has been refused admittance since then.

On March 20 he was charged with conduct unbecoming a union member in that "he is guilty of starting a fight in the lobby of the union building and red-baiting."

CURRAN UNAVAILABLE

It is significant that Boslooper has not been admitted to the union hall to defend himself. He has also tried to see Joe "Quick Change" Curran, president of the NMU, but so far he has not been able to get an "appointment" to see him.

As Boslooper puts it, "I guess Joe is so busy organizing his one big union and May Day demonstrations that he doesn't have time to see the members of his own union. If I was in the right group in the NMU, I bet he would see me fast enough."

Lately Boslooper's life has been even more exciting. Twice within the past two weeks he has been tailed by goons, but each time so far, he has managed to outwit them.

"I want to ship out on an SIU ship," he says, "so that I can feel safe again. I know that those guys won't stop at anything—especially now when they know that many members are fed up with the union's dictatorial methods."

CHANGES DUE

Boslooper feels that many



HENRY P. BOSLOOPER

changes are imminent in the NMU set-up.

"A lot of the oldtimers don't like the way the union terrorizes those who speak out against the Communist Party domination of the policies of the NMU. Many of the men who helped organize the union are not communists, and don't even like the commies."

It is interesting to note that the charge sheet which was handed to Boslooper has no signatures on it, although the charges are supposed to have been brought against him by other NMU members.

Plenty Of Jobs In Savannah

By ARTHUR THOMPSON

SAVANNAH—Shipping took a holiday while I was at the Agents' Conference in New York but when I returned the ships started ganging up on Savannah.

We paid off six ships last week and we still have a few more which we expect to payoff in the very near future. They are in Charleston and they'll be paying off when they get rid of their ammo.

Paying off two ships in the same day is no hardship, but when one is in Savannah and another is 125 miles away in Charleston it becomes a problem; so we had to put Mac on the job again so our members could get the cooperation they expect and are entitled to.

We did manage all of them, however, and most of the beefs were settled at the payoff. There were two minor beefs with Alcoa which they flatly refused to pay, and these we were compelled to send to Headquarters.

NO LIST

We have plenty of jobs on the board at present and our shipping list looks rather sick. We've had to call some of the other Ports for help but there seems to be a scarcity of seamen all over. We have five ships in port at the present writing but we could not hold a meeting due to the lack of a quorum.

Robert L. Ripley, of "Believe It Or Not," fame arrived this noon in a Chinese junk-type boat fitted out as a pleasure craft.

History of the Seafarers

After the War

1919 was a year of celebration and prosperity, especially for the shipowners. The public had not yet forgotten the "heroes in dungarees." The boys were coming home from overseas and every available American ship was loaded to capacity carrying tons of American made goods to the far corners of the earth.

Wartime agreements had expired and negotiations were entered into with the owners. At first, the owners refused the union's demands; but when a strike referendum vote was taken and a strike call issued, they quickly capitulated and an agreement was signed May 1, 1919 and expired May 1, 1921.

In this agreement a basic wage of \$85.00 a month for AB's and \$90.00 for Firemen was agreed upon.

TRAINING SCHOOLS

There was one fly in the ointment, however. In the early days of the war the United States Shipping Board had established a training school system for merchant seamen. Not so elaborate as the Maritime Commission program of today, nevertheless the idea was the same.

Ships were turned into training schools. The boys were dress-



ed up in uniforms and although no real shortage of seamen existed the Shipping Board continued the recruiting program.

Dr. Paul S. Taylor in his history of the Sailors Union of the Pacific gives the following figures:

"Under these plans the Shipping Board began the training of crews in January 1918. Experienced men were enrolled at 6,854 official enrolling stations at drug stores throughout the country, were sent to the training stations for an average of six weeks intensive training, and then sent to sea in the proportion of four ordinary seamen to six able seamen. In this way the Sea Service Bureau of the Shipping Board trained and placed on board American ships 9,523 seamen, 9,053 firemen, and 5,333 employees of the Stewards' Department."

Thus we see that in the first World War, as in this one, the Government agencies were simply a bureaucratic strike-breaking setup spending thousands of dollars for the men recruited.

BLACK LIST

The United States Shipping Board made no pretense of representing anyone but the shipowners and subsidized operators. In each of the Sea Service Fink Hiring Halls, a file was maintained containing the names of all militant seamen.

This "black list" was called the deferred list and the old records

are still on file in Washington, probably now the property of the Maritime Commission. The USSB like the Maritime Commission today, constructed ships, operated ships itself and, in addition, delivered newly-built ships to companies which operated them on both "bare boat" and "cost plus" terms.

Following the war, hundreds of these ships were practically given to the shipowners and, in turn, the U. S. Shipping Board gave huge subsidies for their operation, the subsidies more than paying for the ships in the vast majority of cases.

The end of the war instead of marking the end of this training program saw it intensified. Ships manned and loaded down with trainees were in every port. Unfortunately, no one seemed to regard them as a threat to the union and they were laughingly referred to as the "Hooligan Navy."

ON THE BEACH

The era of shipping prosperity was short-lived, and by the end of 1920 ships were being laid up by the operators—although the nation as a whole was witnessing a boom such as had never been seen before.

The laying up of ships threw hundreds of experienced seamen on the beach but undaunted by the fact that no longer was there the slightest excuse for its existence, the "Hooligan Navy" sailed merrily on, and recruiting all the way from the Bowery to St. Louis progressed steadily.

Early in 1921, the International Seamen's Union formally notified the shipowners of its desire to negotiate a renewal of the contract and were met with a stony silence.

During the war, and in the period of postwar prosperity, the shipowners and the U. S. Shipping Board had planned well and were now ready to launch their campaign to smash the seamen's union.

Shipping was bad and seamen were plentiful. This was the shipowners' and Government's "reward" to the seamen for their wartime loyalty and sacrifice.

The 1921 Lockout

In the early months of 1921 the shipowners announced, not to the unions, but to the nation as a whole, that they had decided upon a 17½ per cent wage cut. The International Seamen's Union, well aware of the sudden decrease in American export tonnage, was still willing to negotiate, even willing to accept the "status quo" and continue the agreement of 1919-1921 until some equitable agreement could be reached.

Then the shipowners gave an answer. They had no intentions of recognizing the ISU. A 17½ per cent wage cut was the order of the day. An open shop would replace the Union hiring halls. Seamen would be dispatched through the "Sea Service Bureaus" (Fink Halls), no preference would be shown and no union would be recognized.

A strike vote was taken among the membership of the ISU and the answer was—"STRIKE."

On April 30, 1921 the operators announced that they no longer recognized the existence of the

ISU and that no member of the ISU, unless dispatched through the "Sea Service Fink Bureau" or the company personnel department, would be considered.

The "heroes" of 1917 and 1918 were forgotten.

May first, the union men walked ashore and the "Hooligan Navy" augmented by the riff-raff of America walked aboard, under police protection.

THESE MEN WHO WALKED ASHORE WERE THE PIONEERS OF OUR UNION OF TODAY.

There was no strike. The shipowners deliberately refused to recognize the union of seamen which had sailed the ships throughout the war. With the collaboration of the United States Shipping Board, they had for four years recruited the replacements necessary to sail the ships on the day of their determining.

This was a lock-out!

A lock-out! A strike of the shipowners against the seamen.

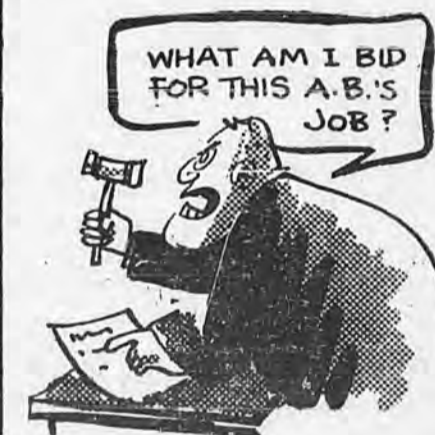
Men died in this lock-out—men who fought on the picket lines established in every port from coast to coast.

FINK HALLS

Needless to say, the lock-out was a success. The shipowners were victorious and proceeded to lower conditions to the absolute minimum through the United States Shipping Board Fink Hall apparatus. These Fink Halls operating under the name of "Sea Service Bureaus" operated under the absolute dictatorship of the shipping master.

There was no such thing as rotary shipping or preference due to length of time ashore. The men sat around on dingy chairs and benches waiting.

When a job was called the shipping master would look over the seamen crowding around the desk and pick whomever he wanted. A five dollar bill would



buy almost any job and a letter from the company cinched the deal.

Each shipping master kept a master file called the "deferred list" sent out from Washington. Discharges issued in this period had spaces for "Character, conduct and ability." If any Captain, Mate, Steward or Engineer labelled a Seaman as bad he went on the deferred list.

NO APPEAL

This meant that he was "black listed" with no right of appeal, thereby being forced to sail on the worst of ships if he sailed at all.

On the West Coast, as on the Great Lakes, the use of a continuous discharge "Fink Book" was prevalent. These books were issued on the lakes by the Lake Carriers Association and the

(Continued on Page 9)

AROUND THE PORTS



Florida Law Aids Operators

By SONNY SIMMONS

TAMPA — Things here are going along as usual. Mississippi is running the Flying Eagle in here next week, but we don't know whether this ship is going on this run permanently or not.

I see in the papers that Waterman is getting 24 more ships back. It has been pretty well understood all along that Waterman and Bull were opening up here in the near future. This phosphate miners' strike has all of the boats on that run going to some other port; though this should be over in a few days.

BEST OF ALL

We will get in our new building in a couple of weeks, and after we move we will have about the best Hall in the Gulf, if not in the country. We have



had a run in with the OPA, and this group of bums are trying to give us the run-around.

The lady that has the hotel rented told us that she has friends in the OPA and wouldn't have to vacate. Upon visiting the OPA guy, and confronting him with these statements it looks as though it were so, but now we find that this lady has sold most of her furniture and is now ready to move.

CONTRACT TALKS

By the time this gets to New York we will have finished on the contract with the Florida Power Corporation. We spent one entire day arguing with these people, and have made quite a bit of headway.

Because of the State Attorney-General in Florida, these Corporations are in a pretty good spot, according to the ruling laid down by this bum.

Any man working for a company can join, or not join a Union as he sees fit, and there is to be no discrimination against a man for not joining. We couldn't go for this, and told them that if that was the case there was no reason for us being the bargaining agents, that if the company could hire any man they wanted to and it was left up to the man whether or not he wanted to join the Union then there would be no Union on these tugs of theirs.

THROUGH UNION HALL

They cited the ruling of the Attorney General: no closed shops. We said okay; take that part out that says that a man must join the Seafarers, but insert that all men hired would come through our Hall. They agreed to this,

that all men would come through the SIU hall.

We wonder just what they expect us to send to their tugs when they call us for a man. We may go to sleep and send a company stiff, but the chance is very very slim; in fact, it is the same chance that Joe Curran has of becoming President of the SIU—which is no chance.

NO NEWS??

Silence this week from the Branch Agents of the following ports:

SAN JUAN
NEW ORLEANS
PORT ARTHUR
HOUSTON

Port Baltimore Sounds Loud Call For ABs

By ELBERT HOGG

BALTIMORE — Well, here is the Port of Baltimore coming in again. I didn't receive any time-bombs in the mail this week, so the boys must have liked the news—so we will try it again.

Shipping is still good in Baltimore with about 50 or 60 AB jobs on the board and no ABs here to take them, and your Dispatcher is forced to place acting ABs aboard ships.

This is not only hurting the Union, but it is keeping men with enough sea-time to get their AB from going down to get them. I say that if a man is too lazy to go get his AB ticket, he is not the kind of man to be going to sea and be getting AB pay, thereby gypping some oldtimer out of his rightful pay.

I, for one, would like to see the old ruling come back requiring three years OS time in order to get an AB ticket, and no more acting ABs to be accepted. This also applies to men with enough time to raise their ratings in other departments. But this is enough of beating my gums about my headaches. Let us look at the brighter side of Baltimore.

ARRIVAL AND DEPARTURES

An old friend just pulled into port after a long trip. Some of you oldtimers from New York and New Orleans should know him. They used to call him "Minnie the Moocher" then. Well, he hasn't changed any.

All our visiting firemen piccards have taken their gear and have gone back to their own back yards. I hope they learned how a good port is run and profit by their sojourn in our lovely Port of Baltimore. (Excuse us fellows, we were only kidding—we have to have some fun.) I see that none of our lovely women are missing so I guess none of

and not have to look at a bunch of uniforms. You don't even see them in the gin mills anymore. That sure makes the oldtimers feel good.

Even the boys who went out and got a license have discarded the gold braid and are bending elbows with the old gang again in the same old bars. It is nice to have them back again, and find out they're still the same as when they sailed in the fo'cle.

GOOD JOB

Our organizers are still doing a bang-up job down this way.

Shipping Lull Ends In Boston

By JOHN MOGAN

BOSTON—We have just completed the slowest week in this port in many a year. Not a single payoff for the entire week. Nevertheless the ships in port had enough beefs to keep everybody going; especially the two Isthmians that were voted on Friday and Saturday.

Our one and only sign-on since the "competence card" gag came into being went off okay. The Patrolman said that the Stewards Department members would sign on first and that they had no "competence" cards. WSA waived this particular ship and she signed on without incident. It is to be expected, however, that the

next sign-on will produce some bother.

The two Isthmians that were voted at this port were very satisfactory percentage-wise. But the news of the election came just a little too late to keep all the gang aboard. Many SIU votes piled off, but they can catch another Isthmian and utilize their voting eligibility.

ISTHMIAN VOTE

It looks from here as though Isthmian should be won easily. Yet it is no time for complacency; we must continue to work hard on the Isthmian campaign.

The Massachusetts Steamship Lines, Inc., dispute involving seamen, former members of the SIU, is still in the hands of a Labor Commission. A decision should be rendered after a final hearing this week, which will be attended by Secretary-Treasurer Hawk.

FINAL DISPATCH

One of our oldest and best-liked Brothers, Joe Saunders, passed away in Mobile last week, and was buried from his home in Boston a few days ago. A great many of the members paid their last respects to Joe and the Branch sent a nice floral tribute.

Many of his old cronies and shipmates were on a trip when he died, and will be saddened to read this issue of the Log and find that old Joe has left our ranks.

The lull mentioned in the opening paragraph is over. Three payoffs coming up in the next two days and a chance for some of the older cards to get moving.

Seatime Cut Asked By SIU

By JOE ALGINA

NEW YORK — Payoffs have been heavy in this port for the last week with all beefs being settled at the payoffs. Shipping is at a standstill because of the rider beef.

It looks as though the whole situation was engineered to force the smaller companies out of business. The bigger companies, with Alcoa in the lead, want the field to themselves.

REDUCE SEATIME

Concerning fellows still in the draft age, I was talking to some of the WSA officials on having the seatime reduced. In my estimation, I think that anyone with 18 months seatime during the war should be draft deferred.

The way it stands now, the required 32 months seatime will keep a lot of young fellows from returning to school until God knows when. Men who want to work ashore will be forced to stay at sea.

HOLD YOUR PAPERS

When you are on the other side, don't give up your papers to the Coast Guard if you are unfortunate enough to be brought up before them. It is my advice that you tell them that you forgot your papers. Don't produce them unless there is a Union representative present.

In that way, you might be able to keep your papers. Once the Coast Guard gets a hold of your papers, you might be out of luck for a long period of time.

SIU Shows Ability In Drive

By RAY WHITE

NORFOLK — Shipping is still good in Norfolk. We seem to have more rated jobs than men at the present, but this is the way the boys here like it. It gives them the chance to pick their ship.

But, this isn't the case with the unrated men, the jobs disappear as soon as they are called from the board.

To date we have voted one Isthmian ship in this port. It was the SS Sea Flasher. The SIU polled 95 percent of the votes as there were only six men aboard who voted NMU and non-union. This is a fine record and it plainly shows the ability of SIU men and organizers who have been sailing Isthmian ships.

The NMU organizers made a grand attempt to make a show at the election and even after the voting was over, but the crew turned their backs as they had already gone under the banner of the Seafarers.

They knew, as all Isthmian men know, that the SIU has the most to offer in conditions and wages. The SIU record speaks for itself.

We have quite a few ships due for the coming week and shipping will hold good, especially for rated men.

We have several ships tied up because of Rider 64, which the WSA is trying to shove on the seamen. But John Seaman is getting tired of being pushed around by the WSA and plainly shows it.

The boys are just going to sit tight in the harbor until they receive instructions from Headquarters, as to the final settlement of this beef.

Be reminded that the Isth-

mian drive is not over but just started.

Galveston Gets New Hall

By D. L. PARKER

GALVESTON—I have just returned from the Agents Conference and I sincerely believe that it was the best one that I have ever had the privilege to attend. Upon arriving back in the Port of Galveston I found that everything was running smoothly, and that shipping and business were very good.

We are now looking for another Hall and I believe that I have found one that will be suitable for our purpose. It is 40 feet wide by 12 feet long and it is situated in the business district close to the waterfront and will seat about 300 men.

ISTHMIAN VOTE

We have an SUP man here now to take care of the SUP ships and that is some relief to us. His name is Jack Hines and he is on the ball day and night.

We voted an Isthmian ship this past Friday, the Norman E. Mack, and we carried her by a big majority.

On the beach here we have quite a few of the oldtimers, Windy Walsh, Frenchy Michelet, Jack Kelly and numerous others and it is a pleasure to talk to men like them as they know the score and do not ask damfool questions as some of the TCs and would-be seaman.

Shipping for rated men is so good we can't get them for love or money. So if any of you boys from the cold climate want to get a short run come on down.



them was married while here. We have to thank them for that.

Brothers, it sure is a relief to walk out to the dispatch desk

SIU Lakes' Scale World Highest

By FRED FARNEN

DETROIT — The SIU set the wage scale again for the Great Lakes — the highest scale of wages of any seamen in the world.

And now, the phony Lake Carriers Association, composed of and controlled by the largest group of ship owners on the Lakes, comes through with an increase of a few dollars over our scale. And they still have their phony bonus system in effect, which is extra compensation for staying on their ships the entire season.

The bonus was accepted by the SIU in lieu of an increase in wages during the war, when wages were frozen and it was impossible for the unions to get any increase in wages.

Immediately after the war this bonus clause was eliminated from the SIU's contracts, and was applied to our wages, payable monthly instead of at the end of the season.

SIU SETS WAGES

It is a well known fact that the wages of Lakes seamen is set by the SIU. The reason for the Lake Carriers Association's grant of a few dollars more is also well known: A miserable, contemptible trick to discourage future seamen from joining a Union, also an attempt to discourage men who are already in the Union.

Any thinking seaman knows as long as the shipowners keep one step ahead of the Union, there will be less incentive for men to join the Union, but it must be stressed to the new men and our own members, too, that if the SIU is allowed to die, eventually all wage scales, living conditions, etc. will be entirely up to the shipowners and we can't say a damned thing about it. This condition still exists in and on Lake Carrier ships.

Regardless of the few dollars difference in pay it should be brought to the attention of future members the advantages Union ships have over non-union ships — the rotating system of shipping, the right to bring any beefs to the attention of Union Officials, indiscriminate hiring and firing and other advantages too numerous to mention here. These advantages will never be granted by the Lake Carriers Association.

NO UNION, NO PAY

They have only been granted to SIU ships because the SIU fought for them in the past and will fight for them in the future. The phony Lake Carriers Association is well aware of this fact and will naturally do anything in its power to discourage their employees from joining the SIU, hence their grant of a slight increase in pay. But it must be remembered by all seamen that if there is no Union, there will also be no pay for seamen.

If this year the Lake Carriers only operate sixty percent of their vessels, they will have Mates wheeling and watching, Engineers oiling, firing and even passing coal. Whom then will the unorganized seamen have to turn to for protection?

If the unorganized seamen who enjoy the present wage scale on the Great Lakes believe that they are a free gift of the shipowners and that they will remain so without any effort on their part to sustain them, they are laboring under a delusion.

D & C Signs New Agreement

By WILLIAM STEVENSON

DETROIT — Well, the weather is a little cool this past week, but the weather does not affect me very much because the help is busy around this Port.

We have got two passenger boats running now—the D & C boats. We just signed another agreement with this company. It has been in operation for about seventy-five years and we have had fifty agreements with them and not one major work stoppage in all that time.

We are getting the highest wages of any sailors in the world, and the best working conditions and hours. We expect to be running around day and night in about another month trying to keep our boats running smoothly.

Our wage scale is for Quartermaster, \$216.00; AB, \$209.00; Firemen, Oilers, and Watertenders \$209.00; Ordinary Seamen, \$171.00; Coalpassers, \$168.00; and Porters \$171.00; 2nd Cooks \$200.75. In other words we got a flat increase of \$31.00 per month for everybody in the unlicensed personnel group.

The other steamboat companies are falling in line very nicely. We expect to have five more ships fitting out this next week which will use up most of our men around this Hall.

One of our new boats, the J. P. Wells, stopped here on her way to Manitowac to be converted into an automobile carrier.

Some improvements were recommended for the crew quarters. This ship was sold recently to the D & C Company; her former name was the Hazen Butler and she was owned by the Midland Steamship Company.

Lakes Trade Very Slow

By ALEX McLEAN

BUFFALO—The only ship so far this week to visit our port was the T. J. McCarthy with some three hundred new automobiles. The George H. Ingalls will join her in that trade on the 15th of April.

Waterfront activities here are very slow and we expect them to stay that way until the coal strike is settled.

The Connecting Terminal grain elevator on the Blackwell canal was closed today for the first time in seven years, as the result of a critical shortage of grain here for exporting and domestic milling.

I see that Brother Herb Jensen, Chicago Port Agent, will have to brush up on his foreign languages as the vanguard vessels that will reopen the all-water Europe to Chicago trade were en route across the Atlantic today for the first time since the outbreak of World War II.

Papa Jensen will be pleased to hear that the first cargo to arrive is cod liver oil.

Make Isthmian SIU!

Isthmian Seamen!



For the Best Union Representation

Visit, Don't Phone Union Hall

By LOUIS GOFFIN

JACKSONVILLE—Things are continuing fairly slow here, and at the present time we have only the Atlantic Line Florspar in port. She will be with us for a few days more, and then she proceeds to Savannah where she will be turned over to a foreign company.

We managed to ship a few men on her and on the SUP ship, the John McMillen of the Matson Line.

We expected to see a small boom here, with shipments of food to Europe, but so far nothing has materialized. There are few expectations of any ships arriving here within the next little while.

TELEPHONE PESTS

We have been plagued with a new kind of pest who likes to obtain all information over the telephone. They call up and ask what kind of a ship it is, who does it belong to, does she sail under steam, and they even want to know the name of the Mate.

Brothers who try to get information this way should take into consideration the fact that the Union Hall is the place where Union business should be transacted. We never refuse to give certain information over the phone, but we feel that the boys should come up to the Hall to discuss shipping.

It is true that the Hall in this

The Patrolmen Say...

Cooperation

The SS Goldsboro paid off last week and it was a pleasure to go aboard the scow and see how spotless she was. The boat was so clean that it would be almost impossible to tell that she had just returned from a three-month trip.

The book members worked hand in hand with the tripcard men and were able to break them into SIU way of doing things. The Deck and Engine Departments joined in complimenting the Stewards Department men for their splendid work during the voyage.

The men who go aboard various ships in the Stewards De-

partment should not work overtime unless it is authorized by the Steward. Otherwise the company will refuse to pay, and the Union is forced to stick its neck out on a worthless beef.

W. Hamilton

§ § §

Square Shooter

The La Farge, American Range Lines, was out for almost eleven months. During this time the crew was logged a total of \$3,000.00. The three Delegates told me all about it, and most of the loggings sounded like bum beefs. So we talked it over with the Skipper and after a little persuasion he agreed to lift all the loggings. Everything came out okay, and the Captain acted like a square shooter instead of the way some of the "brass" acts.

Salvador Colls

§ § §

No Beefs

All beefs existing on the SS John P. Poe of the Bull Line were satisfactorily squared away when we went aboard for the payoff on April 12.

The Second Cook of this vessel, R. P. Poncyhausky, missed the ship when it left Germany. He has wages and overtime coming to him but they will not be paid until he gets in touch with the dispatcher in the New York Hall.

S. Colls
R. Gonzales

§ § §

Money Coming

We managed to lift logs which had been entered against four crew members of the Rufus Choate of the Overlakes Steamship company. The payoff was made on April 12.

The black gang was paid off without receiving the overtime which was coming to them. However, the matter has been settled satisfactorily and the men can now collect their money from the company's paymaster.

All other beefs were settled at the payoff.

William Hamilton
Al Kerr

SHOOTING THE BREEZE

We were recently visited by one of our oldtimers, Brother Otto Preussler. Uncle Otto hasn't



been to sea for quite some time, but he is ready to go now. It's always good to meet some of the old shellbacks, and it gives us all a chance to shoot the breeze about the "good old days."

The weather here is real old-fashioned summer, and straw hats and slacks are in season. If it weren't for the competition from the Navy kids, this would be a good town where a Merchant Seaman could take a few weeks' rest between trips.

WITH THE SIU IN CANADA



Although Uncle Sammy is giving a hell of a lot of shipping to the Chinese Government, that is no reason why, in the process of delivering these "sampan" to a Chinese port, the living standards of U. S. seamen should be lowered to the level of Chinese seamen. Chiang Kai-shek and his agents have found that this won't work.

Some of the tubs coming in here from San Pedro have been in a filthy mess and full of beefs of every description. We have given the local agents a rough ride on those beefs, and the crews are damn glad to have an SIU Hall at Vancouver and Victoria.

All of the ships left here in A-1 shape and with everyone satisfied, with the exception perhaps of Chiang Kai-shek and his local agents.

Conditions on the job must be maintained at the SIU-SUP level. Ship's Delegates must remain ever on the alert, and keep shore

officials informed of any and all infractions of the agreements.

STRIKE THREATENED

Recently, the Marine Engineers employed on Union SS Company vessels voted to strike to force the National War Labor Board to take some action on their demands for decent conditions.

It seems that no matter how bad conditions are on the job, and no matter what peaceful methods labor uses to try to adjust these standards, eventually the workers have to resort to economic action.

Of what use then are the many government boards supposedly set up to ensure justice to the workers in their dealings with their employers, and supposedly to also maintain industrial tranquility.

In order to be effective, the structure of these boards must be changed and labor given equal representation.

The "North Vancouver Coun-

cil Ferry Committee" was recently stopped cold in its latest attempt to reduce the conditions won for ferry employees by their respective organizations.

The Masters and Mates, in a dispute over the accumulation of statutory holidays, won their argument and set the Council back a little. The Ferry employees are determined to protect what they have.

MARCASITE AGREEMENT

A few weeks ago we wrote that we had reached an agreement with the owners of the Marcasite. It provides for good overtime pay, first class transportation and wages back to Vancouver if ship pays off in any other port, and overtime for any work performed on Saturday afternoons, Sundays, or Legal Holidays. All wages, overtime, and other monies to be paid in United States Currency. Its a good contract, and one that maintains the high standard of SIU agreements.

Mobile Has Jobs For All Ratings

By CHARLES KIMBALL

MOBILE — The future of the port of Mobile looks very bright. There are plans under way, and the money appropriated, for the expansion of the docks and waterways.

The Mobile Towing and Wrecking Company has purchased three more tugs. Waterman is getting 18 more ships that will go in service soon. It is also rumored that Waterman has purchased three or four more tugs that will work in this harbor.

There are also plenty of jobs for all ratings on these tankers we have laying up the river. At present we have 17 Pacific, five Deconhill and eight Los Angeles Tankers. This fleet is expected to reach a maximum of fifty.

These ships are keeping full crews by to maintain them and be ready to move in 24 hours; that is, the company wants full crews but we are unable to fill the orders.

These companies are threatening to man these ships themselves if we don't get some men up there. I have called New Orleans several times and they are doing the best they can, still it isn't enough.

Shipping for all ratings has been very good for some time, and we expect it to continue that way indefinitely. A lot of the old Mobile boys are drifting back, and it sure looks good to see them.

Business for the past several weeks was also very good and it's keeping all the pie cards around here in high gear.

As for a new Hall, it just about impossible to find a suitable place in this town, although I haven't given up yet. I have one prospect at present; whether it will materialize or not I don't know, but I do know it will be

History Of SIU

(Continued from Page 6)

West Coast by the Pacific Shipowners Association.

The great majority of shipping was done through Fink hiring halls maintained by the shipowners, and in order to ship through these halls the carrying of the Fink books was mandatory.

The only contracts remaining in existence after the 1921 lock-out were on the Pacific, Great Lakes and North Atlantic coasts and consisted of only a few companies operating only a few ships.

OLDTIMERS CARRY ON

Shipping was bad and thousands of former members of the International Seamen's Union quit the sea for jobs ashore. Other thousands who had joined the union during the period of the war and who had used the union simply as a hiring hall without participating in any of its activities, simply stopped paying dues and shipped either from the dock, company offices, or the USSB Fink hiring halls.

The ISU continued to maintain union halls and representatives in the principal ports supported in the main by the pre-war members of the union who refused to accept defeat and continued their union membership.

The future of seamen's organization looked dark. The mushroom growth of the union; the failure to develop any real rank and file leadership, had resulted in a powerful union being nearly destroyed almost overnight.

(Continued Next Week)

a happy day for the membership when we can move out of this Hall.

So, Brother, if you want a job come on down to Mobile where you can get grits with your eggs every morning.

Tug Strike Continues

By JAMES TRUESDALE

PHILADELPHIA — Although the tugboat strike is not over in this port, the pickets have been taken off the entire waterfront. Teamsters and longshoremen have gone back to work with the assurance that if the tugboatmen put out another picket line, they will back them 100 per cent. We told them the same thing.

We have a few ships tied up here because of the rider beef, and a couple more tied up because of the coal strike. We had a few tankers in which paid off and signed on again.

A lot of men have been coming in from New York and Baltimore. Philly is a good town to ship from when there is anything doing, but if the tugboatmen set up another picket line, this port will be closed up tighter than a drum.

Electricians Committee Reports

NEW YORK—Under the chairmanship of Frank Barbaria, the Electricians Committee selected at the last New York Branch Meeting has drawn up recommendations which will be voted upon at the next Branch Meeting.

Among the subjects discussed by the committee were shipping rules, upgrading, division of authority, living conditions, working rules, and the handling of beefs.

The recommendations in regard to shipping rules, if adopted, would require that a Chief Electrician have at least four years of electrical experience, or two years of experience and two years of technical school time. Assistant Electricians would need a minimum of one year experience. Until a Union examining board can be set up, however, all ratings will require full experience.

PROMOTION PROCEDURE

The report proposes that promotions will take place only when a man is qualified and then according to seniority. Training on the job is provided for in the recommendation that a Wiper be added to the manning scales and that he be assigned electrical work.

The Chief Electrician is to work under, and be answerable to, the Master and Chief Engineer only. The other men in the electrical section are to be directed solely by the Chief Electrician.

Quarters are to be furnished and maintained for Chief Electricians in the same manner as licensed officers, and Chief Electricians are to eat in the saloon.

On the subject of wages, the report recommends that Chief Electricians receive the same overtime rate as licensed engineers, and that a wage differential be established between assistants if several assistants are carried.

HANDLING OF BEEFS

The Committee recommended

that Electricians' beefs should be handled in the same manner as Engine Department beefs through the medium of the Engine Delegate aboard ship and the Union apparatus ashore. It was further agreed that a log entry should be made when any member of the Engine Department other than the Electrician handles any electrical equipment.

The Committee went on record as favoring the addition of a qualified Electrician to the negotiations committee if Electrician's problems are on the agenda.

Other recommendations include the formation of an examining board of qualified Electricians to be selected from the floor at such times as they are needed to pass on the ability of applicants and to discuss general Electricians' beefs; and that in the event that the ship carries only one Electrician, the company is to furnish a Night Electrician while the ship is in port.

Other members of the committee besides Brother Barbaria, were Reece Oliver, John Smith, Allan Strand, William Nicholson, M. Vrydenberger, Paul Bauer, J. Callahan, and Eugene Greene.

The recommendations will be submitted to the membership for action on Wednesday, April 24, at the regular bi-monthly branch meeting.

Our Mistake

In the Zane Grey item of last week's Log (4/12/46), Richard Ori, AB, was mentioned as having turned in his NMU book and becoming an SIU member. The Log wishes to correct this error as we have been informed that Richard Ori is still a member of that union. We made an honest mistake, and here's our honest apology.

WINTHROP L. MARVIN



Here's a strongly pro-SIU ship, the Winthrop L. Marvin of the Isthmian Line. In the recently conducted election aboard this ship, the Seafarers polled 85 percent of the eligible votes. Hold her steady as she goes, men!



This is New Orleans in her halycon days. The tides of war have receded and left a revitalized soil in their wake from whence have sprung a host of new places of pleasure dedicated to appeasing the hunger of a fun-starved city.

The storied square-mile that is the Old French Quarter is abloom with all the vigor of its earlier years. The town is wide open again at long, long last. "They're off!" is heard on every corner and, mingled with the clink of chips, the whirl of the slots, the blare of the jukes and the slightly hysterical laughter of carefree women, all go to make a music of entrancing harmony for the nautical ear.

The aging madams of the long-shuttered houses have soaped and polished the dust of years



from their gilded upholstery and everything is agleam again in all its gaudy glory.

LIVING LEGEND

The "B" dolls who work the bars are young, stacked and eager with an urgency born of the uncertain temper of these perilous times. Revelry is rampant again... there's a Carnival spirit in the air... goodfellowship is once again the open-sesame to the richest treasure in the genie's hoard. And all this is as it should be: for New Orleans owes much of her wealth

to the legend that her carefree children have lent to her name.

Under the soft lights of a mercifully mantling night, New Orleans is as romantic as a well-kept old doll who is highly skilled in the art of plying the powder, paint and rouge.

The harsh light of dawn reveals her dimples to be but wrinkles of care, but this is of concern only to the guy who must see her when she gets up in the morning—for the seaman who is merely passing through, she affords a dance or two with all the grace and dalliance of the True Romance.

Somebody or other here at home in New Orleans is forever giving us a bad time about our philosophy of life. They are constantly after us to settle down and do something. Now why must people be forever doing something? Or, worse yet, worrying other people to do something.

"I don't care what screwball built the pyramids," wrote the sage of Walden Pond; "tell me something of the people who were above such trifling."

DO IT NOW

While we are prepared to admit that its the doers who conquer the earth, we insist that it has been given to the dreamers alone to enjoy it. We contend that Thoreau was far happier in the dreamy isolation of the Concord forests than any of the imperial Caesars ever were in the marble palaces of ancient Rome. Time waits for no man, Brother. If you put your Spring aside while you conquer the world you'll find that Winter has stolen upon you while you were busy conquering and that you're stuck by the fire with a world on your hands.

"Gather ye rose-buds while ye may,
Old Time is still a-flying:
And this same flower that smiles today,
Tomorrow will be dying."



HERE'S WHAT YOU DO TO HAVE A GOOD SHIP AND A GOOD TRIP—THE UNION WAY

1. DO YOUR JOB IN A NEAT FASHION
2. BE A GOOD SHIPMATE
3. CO-OPERATE WITH SHIPS DELEGATES
4. HOLD MEETINGS REGULARLY
5. KEEP ACCURATE OVERTIME RECORDS
6. NO DRUNKEN PERFORMING ON BOARD
7. READ YOUR UNION PAPER
8. AFTER COMPLETION OF TRIP STAND BY SHIP 'TILL ALL BEEFS ARE SETTLED.



SHIPS' MINUTES AND NEWS

Army Man Shows How He'd Do It

If Army Captain Charles Bone had his way, seamen would be executing snappy salutes, clicking their heels and serving as the Captain's personal orderlies.

Bone is the troop commanding officer aboard the SS Cody Victory. From the ship's minutes, it appears he wouldn't mind being admiral of the whole damn fleet. Pet boast of our Army friend is that he can commandeer the ship whenever he so decides.

And furthermore, he claims, he could force the crew to eat any place. Like the laundry for example.

But, really, he wouldn't do anything like that: because, says Captain Bone, he's a "regular Joe." Now do you feel better fellows?

TEA, IT GIVES

The Captain, who just enjoys reminding the crew of what he can do if he wants to, but wouldn't do unless he had to, was questioned on what he meant by "reprisals." He sinisterly called



attention to his "brass halo." (With or without horns, Captain?).

On one occasion this very benevolent despot called the three delegates to his quarters.

"Why," he sweetly but unhappily asked, "can't I have tea and cakes served in my room?"

Well, you see it's this way, Captain . . .

DRAFT INFORMER

Further on, the minutes reveal that the man-who-likes-to-play-soldier expressed resentment at the crew's attitude. With a bogeyman-will-get-you-if-you-don't-watch-out manner, Bone copied the "vital" information from the crew's draft cards, most of the kids aboard being subject to the draft.

The crew, with a bellyfull of the Captain's chicken, finally appointed a committee of four. They went to the department heads, and then to the "Old Man." They were assured by all that there was no cause for worry.

As you were, men!

Make Isthmian SIU!

Digested Minutes Of SIU Ship Meetings

Almighty Skipper Is Taken To Task

A complaint that "the Skipper thinks he's God" headlines the minutes of the SS Bell Ringer, dated March 20, and sent in by Chairman Red Davis and Secretary Eugene Dore.

The minutes charge that the Captain insulted one crew member by calling him "trash" and stated that all the men were dogs. He also allowed the officers to bring beer on board at St. Croix, but would not permit the crew the same privilege. He endangered the lives of the crew members by ruling that all unlicensed personnel had to use the outside ladders on going up to the wheel.

A note of humor was injected into the proceedings. A stow-away, Ida Sierra, was discovered on board, and the crew promptly voted a tripcard for her.

The crew voted to request overtime for getting linen after 5 P.M. on Saturday, and the Deck Gang wants the Mate to give his orders through the Bosun.

FRELINGHUYSEN, Mar. 31—Chairman Jack Higgins; Secretary Charlie Heuser. Report that \$7.25 had been collected in fines. Recommended that Stewards and Cooks cooperate with members on suggested menus. Motions carried: Inspection of foc'sles twice a week by Department Delegates; to conserve hot water by cutting time spent in showers.

TARLETON BROWN, Jan. 5—Chairman F. Baron; Secretary R. Somers. Elections held. Suggested that crew consult Dept. Delegate on all beefs. Motions carried: Less noise be made in passageways; messhall be kept cleaner; that ship be fumigated; that proper clothing be worn in messhall. New crew members were informed of the Union's importance and value.

WILLIAM D. HOARD, Feb. 10—Chairman A. Briant; Secretary G. Stevens. Election of a Ships Delegate. Motions carried: New blackboard in crew's mess; To fine members leaving cups and silverware on tables, proceeds to Log; to obtain new light bulbs; Deck Delegate to consult Captain about a box for percolator to prevent falling off cabinet, and about repairs for radio. Money that had been collected for a Brother to be turned over to the Log. Steward instructed to see Captain about painting messroom white and gray.

WILLIAM D. HOARD, Feb. 24—Chairman G. Stevens; Secretary J. Hunt. One minute silence observed for men lost at sea. Beefs on coffee urn and lighting stove reported taken care of. Motions carried: to keep jar in messhall as container for fines; coffee be made by Messboy in a.m. and O.S. in afternoon; to have all crewmembers do their part in keeping gun crew's messhall clean.



READ YOUR CONTRACT

VENORE, Mar. 3—(Not noted). Discussion on purposes of Union. Suggestion offered by Mate concerning sick call hours. Suggestions made on various dishes for meals. Motions carried: To keep same Deck Delegate; to have laundry cleaned and painted. The Steward commended the crew for its cleanliness.

Watch Your Coat On Powellton Seam

One of our jackets is missing! Thus read the minutes of the SS Powellton Seam, dated March 14, sent in by Chairman George Talley and Secretary Charles Cramp.

The minutes go on to say that if the thief is not apprehended, the Captain will order a shake-down inspection.

That something is wrong on board the vessel is further brought out by the mention made of money disappearing from crew members' lockers when they are left open.

The crew has also agreed to cooperate in keeping the ship clean, and they have asked that a radio be supplied for use in the crews' mess. Other repairs have been listed, and the Steward has promised a better variety of foods in the night lunches, and to have fruit juices for breakfast.



Messhall Spitting Swells Log Fund

You might get away with it in some other place, but not on the Buntline Hitch you don't. If you're caught spitting in the messhall you're liable to a maximum fine of \$10.00.

On a recent voyage a plan was instituted to keep the messhall in clean and orderly fashion. Fines, ranging from 50 cents for marking tables to \$10 dollars for spitting and fighting, were imposed on offenders.

So successful was the plan—the condition of the messhall was much improved—that it was decided at a recent membership meeting to retain the fines on the next trip, the minutes reveal.

Proceeds of the levies, amounting to \$19, were turned over to the Log as a donation.

Brothers Vandervert and Mitchell acted as chairman and secretary, respectively.

STURDY BEGGAR, Jan. 8—Chairman C. Compan; Secretary D. W. Randall. Discussion on bringing charges against crew member for his conduct toward crew. Decided that he be put on probation until pay-off in U.S. port. First Asst. Engineer to be told to use milder language in giving orders to Black Gang. Good and Welfare: Fireman complained about cleaning burners; will attempt to get new ones installed in next port. Motion carried: To have crew make greater effort to keep mess clean.

STURDY BEGGAR, Feb. 15—Chairman C. Compan; Secretary D. W. Randall. Motion carried: To stop excess noise in passageways at night. Recommended that Engineer sanitary man obtain his own disinfectant for heads, owing to Chief Mate's beef on excess use of same. Decided to continue crew member in probationary status. Heard Steward's complaint of shortage of 68 pieces of linen.

ALEXANDER G. BELL, Feb. 23—Chairman H. Butts; Secretary Orval Burks. Motion carried: To keep tables clean at all times; To impose 25c fine on those not placing coffee cups in sink after use; to use ashtrays provided, and not the cups; to alternate weekly the departments which will clean proposed library. Suggestion made to make library and recreation room out of Navy messroom on all Liberties after companies take over.

CAPE MOHICAN, Mar. 19—Chairman D. H. Morris; Secretary J. Fisher. General discussion on welfare of crew. Motion carried: To have rotation of watches on each round trip for all Deck and Engine Depts. Agreed to suggestion to have overtime returned 24 hours after reaching shore. Suggested that Delegate see Chief Engineer about having special place in Engine room for drying clothes. Agreed that Steward's plan of scuppers for the

Steward Eschews Meetings

The boys aboard the William Harper have a hot beef against the Acting Steward aboard that ship. At the March 3 ship's meeting everyone turned up at roll call except the AS. A committee was sent after him, and he informed them he did not have any intention of attending that meeting or any other.

The crew voted to turn this information over to the Agent on arrival in port, along with other beefs against him, the minutes



of the meeting, submitted by Secretary J. Case and Chairman T. Goodwin, reveal.

In the discussion of the beefs brought up in the previous meeting, it was noted that beefs which were brought up had been practically eliminated. The ship's Delegate explained the settlement of the night lunch beef. This was taken up with the Captain. He instructed the Steward to include ham in the night lunch three times a week, and insisted that all the ham aboard should be used in the present voyage.

Beefs against the Steward's Department were:

Running out of meat before all crew was served. The Chief Cook promised to cook more meat hereafter.

Serving tomatoes and salad dressing to officers and not serving them to the crew.

It was voted to have the Ship's Delegate contact the Captain for permission to have a Wiper soogie the alleyway belonging to the Engine Department crew quarters, since the First Assistant was of the opinion that this work did not belong to the Engine Department.

The crew also passed a motion to make more specific the ruling made in reference to donations for the Log for failure to keep the messhall clean. It was decided that this would include leaving cups, coca cola bottles, glasses and refuse on tables, throwing butts on deck and leaving night lunch out of the ice box. All of these will be the subject of fines, to be donated to the Log.

shower would solve problem. Suggestion to purchase washing machine from a collection viewed as impracticable because of hard usage.

MUHLENBERG VICTORY, Mar. 29—(Not noted) Statement signed by 14 crew mem-

(Continued on Page 11)

Digested Minutes Of SIU Ship Meetings

SEAFARER SAM SAYS:

(Continued from Page 10)

bers to effect that Chief Steward had not properly fulfilled his duties and that he hereafter sail as a Steward only aboard Liberty type vessels or non-troop ships. A list of contributions for the Fort Stanton TB Hospital and also for the Seafarers Log was submitted.

§ § §

DOROTHY, Jan. 28—Chairman Ken Barrett; Secretary Karl Damgard. Deck Delegate reelected. Disputed overtime for Wipers be taken up with Patrolman. Motions carried: Inform next crew of conditions before articles are signed; meetings to be held once a week at sea; letter to Union be sent from Rio; Union to be informed of dissatisfaction with having one Messman serving entire crew; to have self-service and cooperation; Skipper to be seen about repair of galley stove in Rio. Good and Welfare: New percolator order put in to Baltimore office. Steward promises to put out dry cereal for night lunches. Chief Cook agrees to supply larger night lunches.

§ § §

HAWSER EYE, Mar. 2—Chairman Kwiatkoski; Secretary C. F. Hayes, Jr. Motions carried: To have crew remaining on watch while in port paid \$1.00 extra per hour plus overtime; to hold next meeting on return trip two days out of Cuba. Good and Welfare: All port holes and screens be properly secured while in port; garbage cans emptied after meals; all longshoremen be kept out of passageways in port; tables be set just before meals; Steward, Deck and Engine Dept. clean laundry on alternating weeks; gear locker and slop sink be cleaned by OS and a Wiper on alternating weeks; arrangement of fines for misdemeanors.

§ § §

Look Out, Buster; You May Be 'Robust'

Crew members of the SS Spartansburg Victory had better be on their toes—their tip-toes, in fact. Anyone guilty of waking the sleeping crew by "robust action" stands to part with \$5.00. And "robust" can cover a multitude of actions.

At a recent membership meeting, the crew decided to impose maximum fines of \$5.00 on members adjudged guilty of misconduct, uncleanness, disturbing the crew, etc.—a policy, which, incidentally, seems to be getting universal acceptance by SIU crews.

Proceeds of the levies are to be donated to the nearest hospital in the port of payoff.



LINCOLN VICTORY, Feb. 19—Chairman Wilkins; Secretary J. Freschette. Motions carried: Imposition of small fine for non-attendance of meetings and proceeds be sent Brothers ill in Marine hospital; to check springs on bunks, repair where needed, paint Engine shower and head; all electrical appliance repairs to be done by crew where needed. Chief Steward explained that inadequacy of stores brought aboard made menus difficult problem, but that he would make up for it as best he could. Boiler exploded, delayed ship at Bremerhaven two weeks.

§ § §

UNACO, Feb. 6—Chairman (Steward); Secretary (Bosun). One minute of silence observed for Brothers lost at sea. Recommendations made for inspection of heads and lockers for repair; purchase of new mattresses; check and repair all bunks; fumigation of ship, including rat extermination; installation of loudspeaker in messhall. Crew asked to leave messhall immediately after eating to aid Messmen in getting work done. Cups to be washed, tables to be cleaned during and after coffee hour and at night.

§ § §

HAWSER EYE, Feb.—Chairman ("Frenchy"); Secretary R. T. Schultz. Steward settled beef about PO Mess. Motions carried: To pay \$1 extra per hour plus overtime to any man substituting for another who fails to appear for duty; to have Steward, Deck and Engine Departments alternate in cleaning laundry; to take better care of iron; to wear proper dress in messroom; to return cots and cups to proper place after use on deck; to empty garbage pails after each meal; keep underneath ladders fore and aft clean.

§ § §

RICHARD H. ALVEY, Feb. 1—Chairman McNabb; Secretary Schneider. Motions carried: to have Delegate of each dept. give names, number of book and trip card of each man in his dept.; to investigate Dispatcher at Norfolk, Va., for carelessness in sending too many men out to same ship and not calling jobs on the hour, Engine Delegate to draw up petition to be signed by crew; to make it obligatory for crew to report any violations by giving guilty party's name to his Department. Delegate; to bring charges against SUP crew member who shipped through Norfolk hall for taking property of crew members with him when he jumped ship at Baltimore; all TC and PB men wishing to become full mem-

bers must cooperate and comply with all rules—to same extent as full members; Good and Welfare: Stopping of unnecessary noise in crew's quarters while men off watch are sleeping; Gunners' head to be cleaned and used by Engine Dept. unless passengers are taken; all members of Steward's Dept. wear shirts while preparing and serving meals; have Union investigate conditions in Steward's Dept.

§ § §

TARLETON BROWN, Mar. 26—Chairman F. Baron; Secretary R. Somers. Suggestion to see Agent about lack of launch service while at anchorage. Discussed third request to have ship fumigated, repairing of showers, possibility of improving slop chest. Crew voiced satisfaction with food.

§ § §

WILLIAM MOULTRIE, Mar. 27—Chairman George Meaney; Secretary Thomas J. Roach. Report of delegates that all members were shipped through the Hall. Motions carried: That no one sign on until stores, slop chest, etc., are aboard; that Engine Delegate see Engineer about fixing chill box; to fine members putting feet on chairs in mess, leaving cups and dirty dishes on tables and throwing cigarette butts around mess and recreation rooms.

§ § §

HAWSER EYE, Mar. 23—Chairman Jean Redmond; Secretary Eugene Kwiatkowski. Motions carried: That one Officers' Steward be assigned to give proper medical attention and penicillin shots because of lack of Pharmacist's Mate. Good and Welfare: Several members of Stewards Department charged with improper execution of duties; the matter of improper launch transportation in Havana is to be called to the attention of the boarding Patrolman.

§ § §

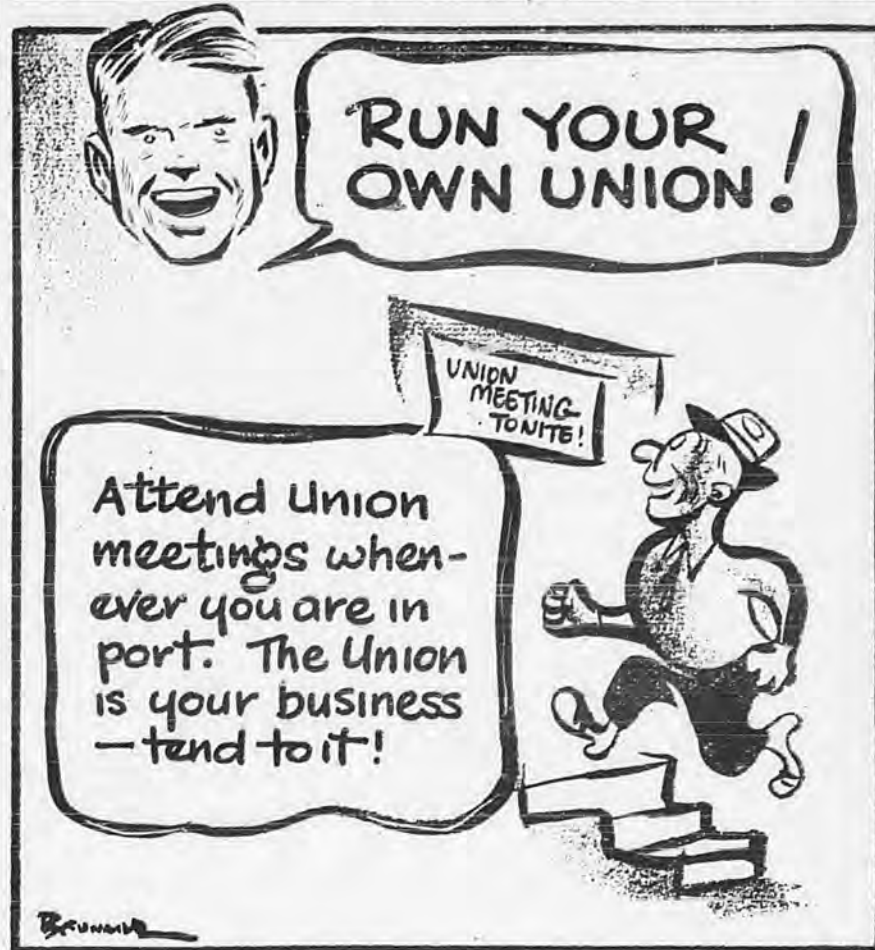
Alex. G. Bell Story Is Really A Cutter

A rather cutting situation has been revealed aboard the SS Alexander G. Bell.

Attention was called to a sharp practice existing in the slop chest, where razor blades single and double edge are double the price ashore.

The crew, their whiskers and indignation bristling, raised their collective chins and voices to demand that the razor's edge be applied to their cheeks and not their pocketbooks.

It was so stated in the minutes submitted by Orvil Burks, secretary who wielded the brush; and Harold Butts, chairman, who tried to control the boys' lather.



New Echota Hung Up Off Mobile 16 Days

A strongly-worded appeal to the Mobile Press Register has brought the plight of the crew of the SS New Echota, Pacific Tankers, Inc., squarely before the Mobile public (if the Press Register printed it, and it could hardly be ignored). A copy of the letter to the Press Register was sent to the SIU.

The letter is dated April 5, and reveals that at that time the New Echota has been riding at anchor off Sand Island Light for 16 days, awaiting orders from the Pacific Tankers Agent to enter the harbor of Mobile.

Food is short along several lines, the letter states, for the hang-up comes at the end of a three-month trip.

The SIU is investigating the situation, and a full report will be made by the Mobile Agent.

The letter to the Press Register follows:

Dear Editor:

We are appealing to you for your aid in assisting us with our problems which have arisen aboard our ship, the SS New Echota.

After completing a three month's voyage and withstanding several severe storms, in the North Atlantic, which you have no doubt read about, recently, and making four Atlantic crossings; we have been riding anchor off Sand Island light house for 16 days, since the 21st of March, awaiting orders from the Agent to enter the harbor of Mobile.

We have faithfully fulfilled the agreement signed between the crew and the shipping company to the best of our ability.

It is our belief that the public is unaware of the conditions and suffering that exist aboard this vessel.

At the present time we have several members of the crew who are suffering from various venereal diseases who are in dire need of medical assistance. Not only do we not carry a doctor but our supply of penicillin and other drugs have been exhausted for some time.

Our food supply has been run-

ning low for some time. We have been without fresh vegetables, fresh fruits, and fresh milk for quite some time. Our bread supply has been completely exhausted and we have been forced to go from ship to ship (who are practically in the same condition) begging for substantial nourishment. In addition to the lack of food-stuffs, the cooks have been laboring with broken down ranges, resulting in improperly prepared food.

Having not received any mail for several months, we lay at this anchorage for thirteen days before finally receiving our first mail through the courtesy of the crew of another vessel who traveled 40 miles in an open life boat (Part of the way in the open Gulf) for same. Most of the mail was several months old, some dating back to 1943 and as far back as last October was not out of the ordinary. Some of the crew have received word of the death of their loved ones. Others have received word of serious accidents in their families. Still others have been anxiously awaiting word of the arrival of the stork and the welfare of their wives.

We are appealing to the taxpayers of Mobile to inquire into this matter (as this ship is operated at the expense of the Government plus the profit of the Agents) by contacting Mr. Frank Cox, Agent of Pacific Tankers, Inc. (Who is responsible for the operation of this ship while in Mobile) who we understand is located at the Admiral Semmes Hotel in Mobile.

Any assistance that can be offered to us in having the ship berthed as soon as possible will be greatly appreciated. Once at the dock our badly needed supplies can be easily obtained. It appears as though little or no effort is being made to bring us to the docks.

Yours truly,
Crew Members of the
SS New Echota
c/o Pacific Tankers Inc.

THE MEMBERSHIP SPEAKS



YOUNGER SEAMEN LACK AWARENESS OF OBLIGATIONS

Dear Editor:

I understand that the *Log* is an organ where a man may express his opinion. I would be happy to see this letter printed, for I believe the topic I am going to speak on is an important one, which needs a lot of discussing, and one in which we are not living up to our obligations.

Let us understand that a work-ingman has not only the privileges his Union gains for him but also obligations. Obligations to his fellow workers and to his employer. These include cleanliness, a thorough knowledge of his duties in the capacity in which he sails and a willingness to execute these duties.

In this a great many of our members have become very lax. We must realize that, in all fairness, an employer has the right to expect that his stores and equipment will be well taken care of in return for the salaries he pays his employees. It will also be easier for our officials to gain even better conditions for us if they have a rank and file who are capable and willing in their jobs, to back them up.

One example to make my meaning clearer:

The Chief Electrician who preceded me on this job was a drunkard, incapable or unwilling to do his work. His name does not matter; it would be senseless to make a case out of a single man, when the fault is with hundreds. The electrical equipment aboard this ship was in terrible shape when I took over. At least four winches were inoperative. This caused delay in loading and consequently, in departure. The shipowners lost money. Though we bear the shipowners in general no great love, it will appear to a just-thinking man that the owners are entitled to make money. There are of course, grievances on both sides. We get raw deals but sometimes we also give them.

But let us consider our own welfare: this business of broken down toasters and electric irons, the filthy messrooms, etc.

In wartime we always had the armed guard to blame, but now they are no longer with us. Yet the toasters, iceboxes, irons, etc. that are especially made for rough use, continue to break down regularly through misuse. Why is this? These things are placed there for our convenience. Why are they not taken care of?

The fault is probably mostly with the youngsters, the fellows who are away from home for the first time, and who think that because mother no longer watches over them and makes them wash behind their ears that they can let themselves go completely, spit on the deck, dirty up the quarters and do just anything they please. But the fault is also with the older men because they don't get the young swaggering roughnecks in line. Make them toe the mark! Get them to clean up the laundries after they do their wash, rinse their cups after coffee time, and do all those little things that



make life aboard ship more pleasant.

What is the use of clamoring for electric washers? They wouldn't last two weeks when not even the old fashioned tubs are kept clean and the hand wringers are bent all out of shape in a few days through unthinking abuse.

There are hundreds of examples which it isn't necessary for me to enumerate, since you all know them. It is not sufficient that we post a notice on the bulletin board, "An SIU Ship Should Be A Clean Ship." Apparently nobody reads it. Anyway, few practice it. The old phrase "it makes it bad for the other fellow" doesn't express it adequately, either. Let us teach the kids just out of high school exactly what their obligations are.

My book number is Pacific 56, though I sail mostly out of New York.

Gunther Schlesinger

THE LOG PULLS BONER LIKE THE MARK TWAIN OBIT

Dear Editor:

I am writing to you in regard to the article about the Lincoln Victory on page three of the April fifth issue of the *Log*.

I am reminded of the Mark Twain anecdote. The writer came across an erroneous report of his death in a newspaper obituary, commented that he might be wrong, but he considered the report "highly exaggerated."

Well, the *Log* has "highly exaggerated" the pulling of the papers of the Second Assistant Engineer of the Lincoln Victory. He was in the Boston Hall here, showing me his license, which could not have been taken from him as stated.

He says it was another Engineer.

How about clearing this up.

E. Dakin, Patrolman

EDITOR'S NOTE: If he says so, it must have been a couple of other Engineers. Sorry.

LOG IS MAKING THE ROUNDS IN L. I. HOSPITAL

Dear Editor:

Just a line to let you know that we are now receiving the *Log* here regularly, and that they are much appreciated.

I've been working on distribution, and I've worked out an equitable distribution of them throughout the hospital, so that everyone gets a crack at them. Even the Commies are gobbling them up; so you can see that love's labor isn't lost.

Emil von Tesmar
U. S. Marine Hospital,
Neponsit, L. I.

SEAFARER CALLS HAND OF ENSIGN WHO WROTE LOG

Dear Editor:

Who the hell is that punk Ensign? I happened across his letter in this week's *Log*, where this Annapolis Admiral, or whoever he thinks he is, can't understand why we blast the officers or shipping companies in the *Log*. Everything we put in the *Log* can be backed up with solid proof.

So he can't understand why we have so many beefs. Well, the main reason is the officers; yes, I mean those almighty Ensigns who come out of school as mates and assistants. They think they got the world by the tail. Even the Pratt boys (Oh, excuse me, Ensign! I mean Cadets) seem to think they run the ships.

And as far as working with the companies and listening to a bunch of jerks, like the likes of you, that stuff went out with the wind. Not that I mean to be nose-y, chum(p), but did you ever have to work for a living.

I sure would like to get on a ship with you as Mate. I would soon fix your wagon, but good.

Henry E. Sohl

SEAMEN BABIED DURING WAR, USS CHARACTER SAYS

Dear Editor:

I was shipped from Galveston to meet a tanker in Corpus Christi. I could not get my baggage from the Greyhound Terminal after 11 p. m., and the bus I was scheduled to get left Galveston at 11:30 p. m. I left word and also sent a telegram to have my baggage shipped to Corpus Christi, but by the time the ship was ready to leave, it had not arrived.

I therefore asked the United Seamen Service, not for a favor, but for a good deed. I asked



them to send my baggage to New York, C. O. D. The lady there asked me how long I have been going to sea, and when I told her 22 months, she said that we have been babyed long enough during the war.

I told her that she wasn't doing anything for me. I don't look for handouts since I can always work and earn my wages. She then asked me where I had come from. I said that I had come from Galveston, where I had stayed at the U. S. Seamen's Club.

She then repeated that we were being babyed. I don't think so. I paid \$1.00 to sleep in a little room with someone I didn't know; the next door neighbors could be clearly heard since the walls were like tissue paper; and

SEAMAN'S LINGO COMES HOME TO ROOST, VIA LOG

Dear Editor:

I was discharged from the Newark, N. J., City Hospital and returned home for treatment. I am now on the mend after having been rammed by an auto and suffering a concussion and many bruises.

Now a few words about the *Log*. I came home and said something to my wife about a minor linen detail and she said to me, "Well, what's the beef?"

I looked at her rather funny as I had never heard her talk like



that before. Later on she said, "It's coffee time, come and get it."

At this point I said, "Honey, where did you learn such lingo?" She replied, "Well, dear, I am the wife of a seaman and so we get the *Log*. I read it word for word. That's the answer."

Well, Brothers, I hope the *Log* keeps on the up and up with the lingo, or the little woman will learn it wrong.

Regards to all the Brothers around the Hall.

Ressce B. Oliver

BROTHER LIKES CAPTAIN FRITH AND UNION WAYS

Dear Editor:

On behalf of the crew who sailed under the command of Captain Thomas Frith of the Seas Shipping Company, I want to say that it is a pleasure to sail with him.

He is 100 per cent for the Union and will cooperate with our Patrolmen in every way. In fact, he contacted the Big Shots in Washington to fulfill the transportation rider of our articles when the Agent in Houston pointed out that the agreement was not being lived up to.

He gave us every consideration and respect. He is a man of high caliber, and is on our side in the struggle for conditions and progress of seamen.

Carl B. Lawson

she says we are being babyed, and will have to learn to take care of ourselves once in a while.

Well, the ticket agent at the Trailways Terminal in Corpus Christi sent my baggage on to me. There you are, an outsider, not knowing anything about the Merchant Marine, treating us better than a woman who should know what we are up against.

H. Greeky

Log-A-Rhythms SINGER SONG

(Anonymous)

Now the 8 to 12 is a fine old watch;
All we require is Women and Scotch.

But the First and his God-damned Sewing Machine
Has got all of us off our beam.

How She rattles, screeches, bangs and roars
Like a million fighting, scratching whores.
Its the damnest sight you've ever seen
This Engine the First calls a Sewing Machine.

The l. p. is loose, The L. F. tight;
Its like a nightmare on the darkest night.
The cross heads knock, but the rods are clean,
This pride of the First, This Sewing Machine.

But the feed pumps work once and a while
And I say this with a hopeful smile,
When the hot well is full and the boilers hot,
Just bet your cash the pump will stop.

Now the Second's steaming at 64,
The Bridge calls down demanding more;
Just then the Second takes a peep;
The starboard settler has sprung a leak.

So he calls the Bridge and say "What the Heck,
"I've got fuel oil all over the deck;
"And if you want more revs go sit on a hatch
"Cause this engine'll blow on the next guy's watch."

But this is all beside the point,
As I stand my watch in this creaking joint;
And I listen carefully and watch unseen,
This Reciprocating Engine That's a Sewing Machine.

Editor's Note:—This verse was submitted anonymously by someone on the SS Jean Ribaut.

BROTHERS LIKE MONUMENT FOR SUP HERO DEAD

Dear Editor:

We 22 crew members, in meeting today aboard the SS Edward W. Scripps (Alcoa), hereby endorse and congratulate Brother Lundberg and the Sailor's Union of the Pacific for the fine Memorial Monument erected in memory of our dead Brothers. Steady as she goes.

C. A. Roberts
S. A. Heinfling

Make Isthmian SIU!

LABOR SPOTLIGHT

Smith Gets 60 Days

CHICAGO — Gerald L. K. Smith, head of the America First Party and number one rabble rouser, was sentenced to 60 days in jail for contempt of court for passing out statements to reporters during the trial of Smith's associate, Arthur W. Terminiello, unfrocked priest.

Municipal Judge John V. McCormick, in passing sentence on Smith, said, "if the conduct of you and your associates in and toward an American court of law affords a test of your attitude toward other American institutions, it behooves Americans to look squarely at the philosophy which confronts them."

Teachers' Get Raise

ATLANTA—Teachers in Georgia, whose pay scale has been as low as \$45 a month, will receive a 50 percent wage increase, Gov. Ellis Arnall announced. The new salaries, beginning with the new term in September, will run until the governor's term expires with the beginning of the new year. What happens after that depends on the next administration.

Good Investment

WASHINGTON — The billion dollar mark in social security payments has been reached, it was announced here. Nearly half of the \$1,005,000,000 spent since Jan. 1, 1940, has gone to retired workers in monthly payments, 44 percent to survivors of deceased workers, and the rest to dependents.

About Absenteeism

CHICAGO Even in spring, it's not your heart that keeps you

away from your job. It's your head (colds) and your tummy (aches), according to a statement made by the president of the Assn. of Industrial Physicians and Surgeons. These two account for 50 to 60 percent of time lost from jobs.

Sour Gravy

MILWAUKEE—A cool million and a half in undeclared income and excess-profits looked like plain gravy to three former officers of the Crucible Steel Castings Co. here. Then the gravy went sour: a federal judge sentenced them to from three to five years in jail, plus payment of \$5,000 and \$10,000 fines.

Transit Tie-up Ends

DETROIT — Voting to accept a 15c-an-hour increase, and to submit the only remaining issue to arbitration, the Street Railway & Motor Coach Operators-AFL members here ended their week-old strike, involving 5200 workers and tying up all public transportation here.

Double Or Nothing

ERIE, Pa.—Not 18½c, not 30%, but a 100% raise is being demanded by the new owners of the Auditorium Building here in which several unions have their offices. "A swell example of what would happen if rent controls were removed from residential dwellings," said the People's Press last week in reporting the problem now facing the unions: either pay twice as much rent or get out.

He snapped, "You'll turn out today or not at all."

After deliberating for a few minutes, I told him that I would accept the job and hit the deck that very day as he had commanded. He then said that he didn't want me, and would call in for another man.

I asked him to write his reason for rejecting me on the back of my assignment card. He informed me at the top of his voice that my presence aboard was as welcome to him as scurvy. I persisted in getting a reason.

"Get off the ship," he roared.

I knew I couldn't have a battle of wits with him, as it was obvious that he was only half prepared for such an encounter.

After having had the honor of his acquaintance for ten minutes, I have decided that I would rather ship out as Acting Ordinary on a prairie schooner than to sail with that poor man's Adolf Hitler. I heartily recommend him for promotion since he is typical of the Alcoa type of Mate.

Frederick Pawel

THE BEACH COMBER URGES BACKING OF AGENTS' DECISIONS

Dear Editor:

Well, we have back in our midst our Agent Brother Ray after his absence to the Agent's Conference at the gay city of New York.

Business, as far as I can understand, has been very slow. But strictly on the quiet it is what I would consider not as bad as the fellows claim it is.

You know these fellows that never tarry around the hall cannot expect to get out, as sometimes the Agent has to get out and around these gin mills to find replacements for the ships.

Things are getting around to normal. Prices are getting down to almost half what they were selling for a year ago.

Rooms are still high and food still seems to be at a high price, so you should have a few dollars in your pocket before you pile off here.

This place is a hard one to be on the beach if you are not in the know especially if you have been living on the upper crust, and if you are not a professional beachcomber. For myself, I know the in and outs here and do not find it any trouble but someone else would not fare so well, as they would not find it so easy to get around.

Oh, well it is the talk around the water front that "The Texas Bar," is going to issue membership cards to Seamen and Longshoremen, now personally, I will give the Membership the low-down on this place.

Mr. Marino was at one time Agent and Organizer here for the Seafarer's and when he went out of office, he opened this bar. I find that it is a little better than the run of bars in this section and, I know that he has a practice to give a little, as we all call it, on the house.

I have looked over the minutes of the Agents' Conference and I think a lot of good can come from it in the near future. We should do all we can in the following year to back up the men who tried so hard to make the Agents' Conference a success.

It has been called to my attention that some Union men are pawning their papers for a few dollars for a few drinks, and then writing to the Agent to get them back for them. I have taken this up with the Agent and he is going to take the necessary steps to put a stop to this in this port.

The Beachcomber

HERE'S NEW BEEF ON NON-RECEIPT OF LOGS OVERSEAS

Dear Editor:

What is the reason the SIU Log is not being sent to some place where we members can get them? Have tried in several ports and completely failed to get or find one of any date. Please give us an immediate reply on the Log question. We see stacks of "NMU Pilots," in many places. We have no need for the Pilot as long as the toilet tissue lasts—so please give us the Log. We're now on Luzon and have been on this ship for 12 months and we are anxious to know what's cooking.

Delegate Carroll E. Martin
Editor's Note: We've said it before, and we'll say it again: The Army won't forward papers from port to port. You'll have to give us an address to mail them to.



BROTHER DEMANDS THAT GAS HOUNDS BE KEPT OUT OF MEMBERSHIP MEETINGS

I would like to offer a suggestion with which I am sure many of the members will concur.

During the meeting of April 10 of the New York Branch, it was to the displeasure of nearly all of the Brothers gathered to discuss a very important matter to have several interruptions by Brothers under the influence of liquor. The chairman repeatedly had to tell one of the Brothers to be quiet, to sit down and finally to leave the Hall.

It is to your benefit and mine to stop this practice by not allowing anyone in that condition in the Hall.

If they must drink, they should stay clear of the meeting hall on such occasions. I am sure more will be accomplished by all concerned if that rule is fully enforced.

Vic Combs

P.S.: I believe it is the duty of the Doorman and the Master-at-Arms to enforce this rule.

Answer: Brother Combs has something here. It is the duty of the Doorman to bar anyone who is obviously under the influence of liquor from meetings. Sometimes, however, the Doorman doesn't observe how gassed up some of these characters are. If one of them gets past him, however, the chairman should not temporize with the disorderly member on the floor, but should immediately call the Master-at-Arms to have him put out of the meeting entirely.

BROTHER GIVES THANKS TO OLD CREW OF DEARN

Dear Editor:

I take the privilege of writing to you about the crew of the SS George H. Dearn. I want to thank them through the Union paper for what they did for me when I broke my leg in Brest, France.

I want to thank them from the bottom of my heart, as I don't think I will ever be shipmates with a better or nicer crew of men and I am glad to be a Brother to them all. I'd like to thank the licensed personnel, too.

I will be here for at least four



PATROLMAN TEX GETS THANKS FOR PAYOFF HANDLE

Dear Editor:

Just dropping you a line because I want to publicly thank Tex and his partner for the fine job they did at the payoff of the SS Citadel Victory of the Waterman Lines. Yes, he knows how to take care of Red Line Perkins of the New York office.

Those two Patrolmen got all of the overtime except three and a half hours, and that was classed as ship's safety.

Another thing: I agree that there are too many phony Stewards that are catering to the top-side, and forgetting that they belong to the unlicensed personnel. It is time that there be something done about it. Only thing I can suggest is for us Stewards to stay with the crew. I always have, and have as yet to come into port with a beef against my department.

There also are some phony Engineers who think they are God. We have one here — First Engineer Gruchawha. He thinks he can keep the boys from having overtime and threatens some of them. But from the latest reports he is being taken care of.

Here on the Reinhold Richter I think the boys are satisfied with the way the food is being put out for them. I have a fine bunch of boys in my department. Some of them have more than 100 hours overtime. Yes, they earned it.

I'd like to end up by thanking Patrolman Sweeney for the fine job he is doing in Galveston.

Chief Steward Sperry

only had one member out of the Nickel Moochers Union and he only stayed 12 days.

Here's hoping, Brothers, that I haven't bored you with this letter.

Robert McAadoo

ALCOA'S ADOLPH HALF PREPARED FOR WITS BATTLE

Dear Editor:

This is the story of Alcoa's Adolf. It could be sub-titled "Why Seamen Become Farmers."

I went aboard the Cody Victory shortly before 1 p. m. on April 4. After making due rev-



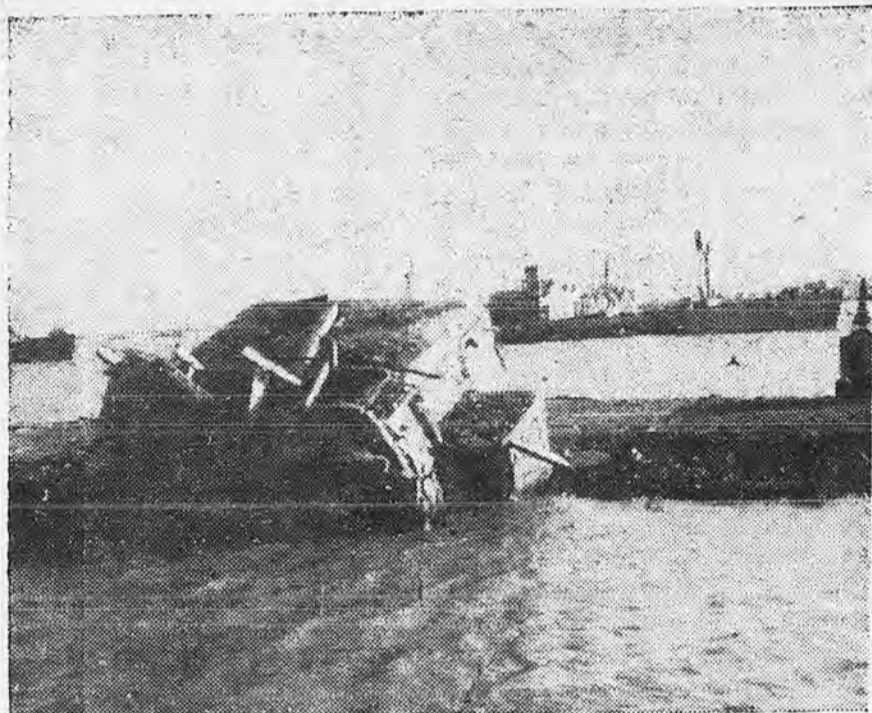
erence to the Alcoa Insigne on the stack, I made my way to the Chief's room. April Fool's Day was three days past so I believed this character when he told me he was the Chief Officer.

His first move was to ask me when I would like to turn to. I said that I would like to start the following morning as I had an appointment at the Marine Hospital that day.

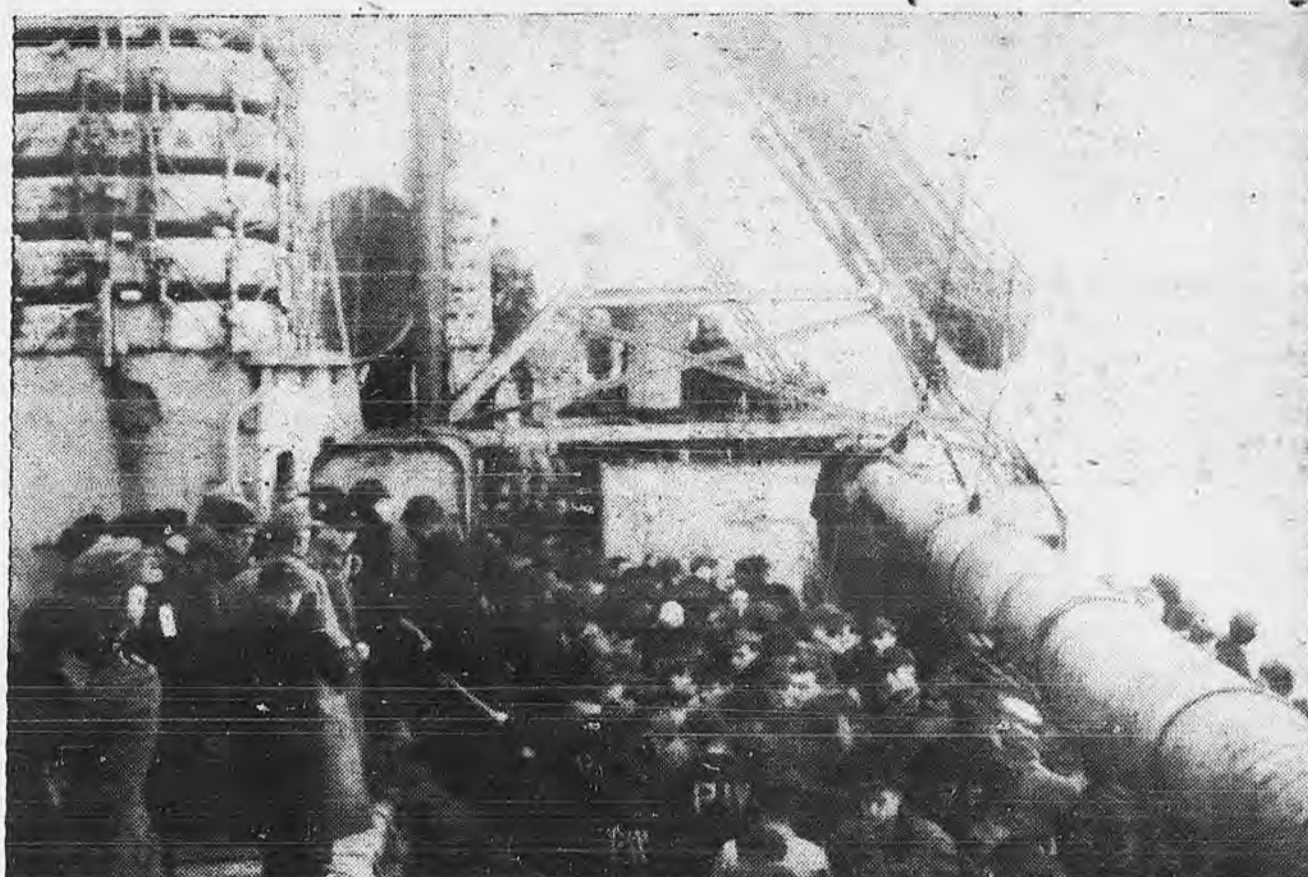


High Points In Trips Of Two SIU Ships

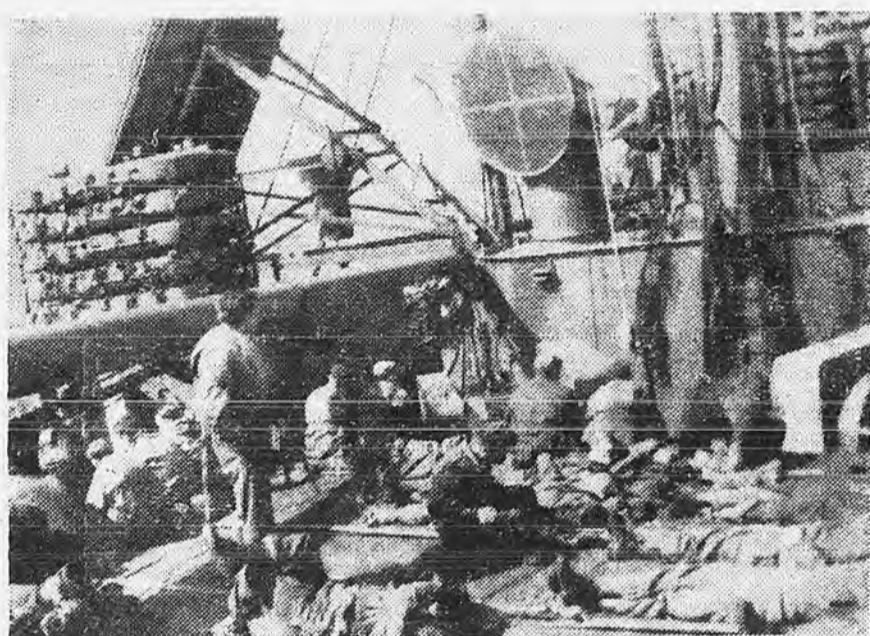
SCENES of devastation at foreign harbors are commonplace to Seafarers who hauled the implements of war for more than six years. Familiar, too, are the long lines of prisoners and the jubilant GIs returning to the U. S. But the pictures on this page will be history in a few short years. They will be an important documentation of the part the SIU played during the war and the period immediately following it. They were made by Seafarers aboard the Pittston and Lincoln Victories.



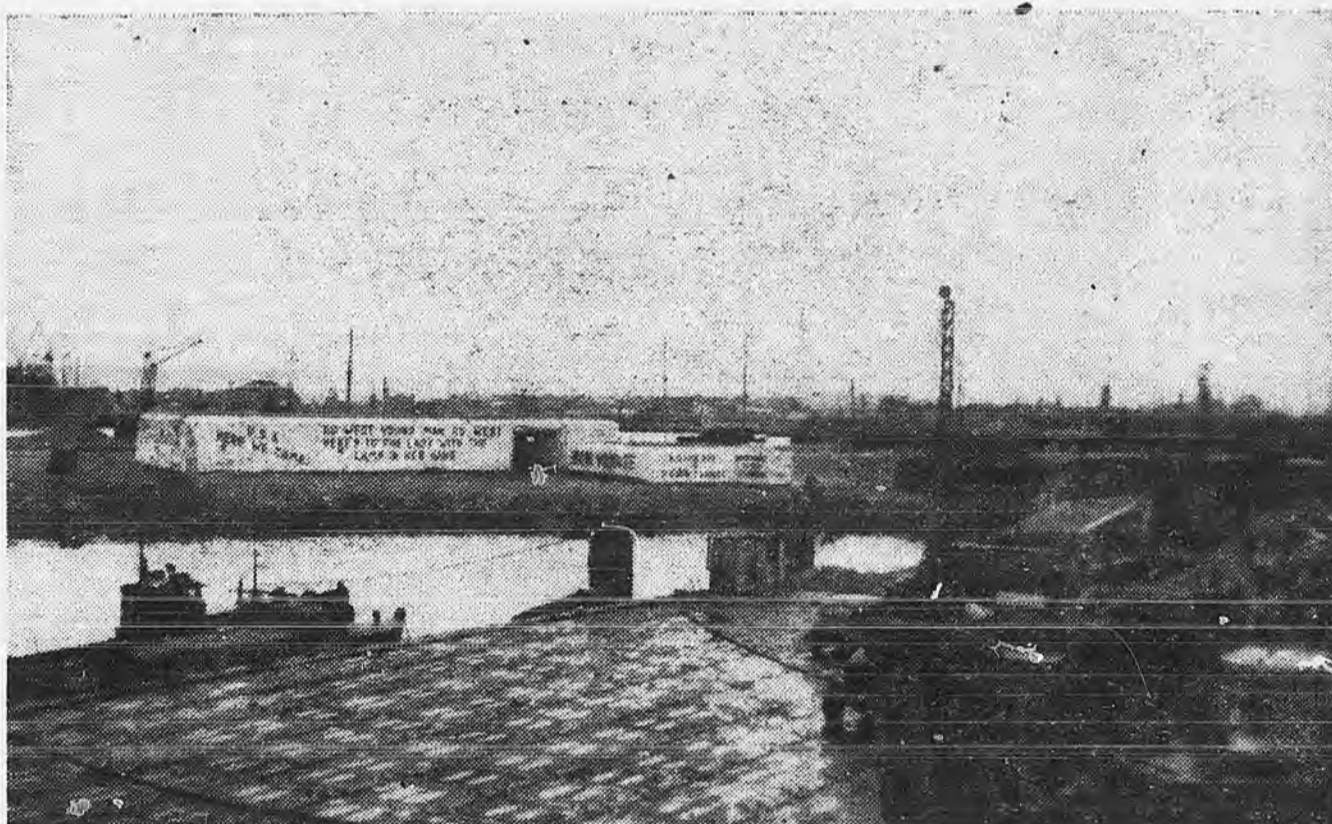
1. This crumpled bit of wreckage is all that is left of a once-formidable German pillbox on a pier in the harbor of Le Havre. It was taken from the Lincoln Victory on February 22.



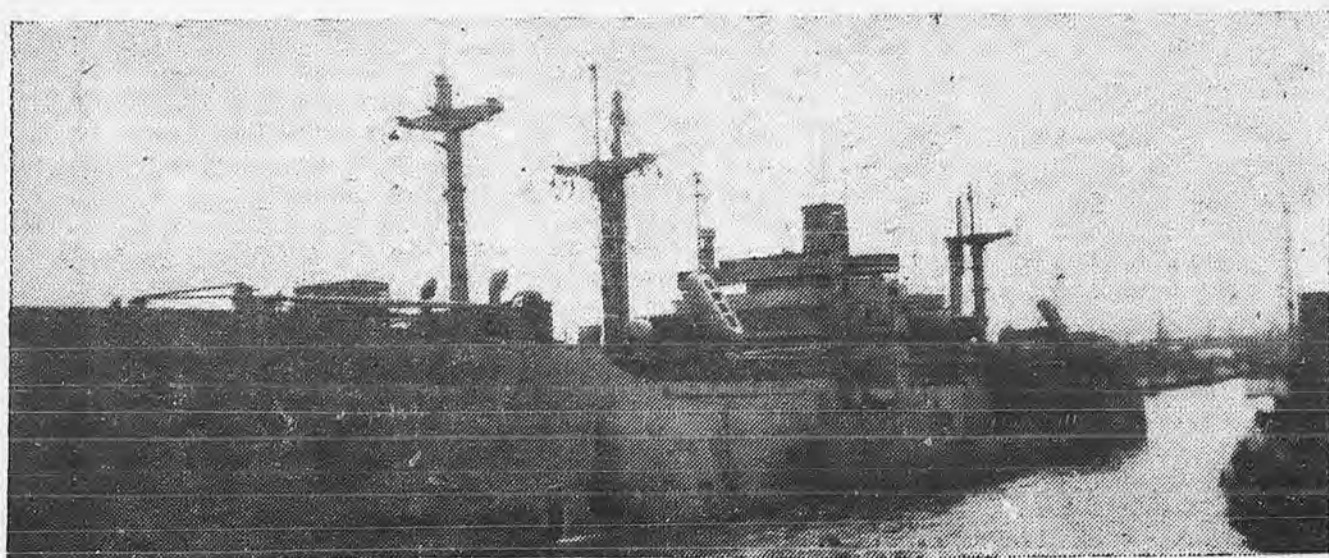
2. There is nothing masterful about these representatives of Der Master Race as they prepare to go ashore from the Lincoln Victory at Le Havre on February 22, 1946. There were 1,500 of them aboard this ship, and these were but a few of the thousands transported across the Atlantic in ships manned by SIU crews.



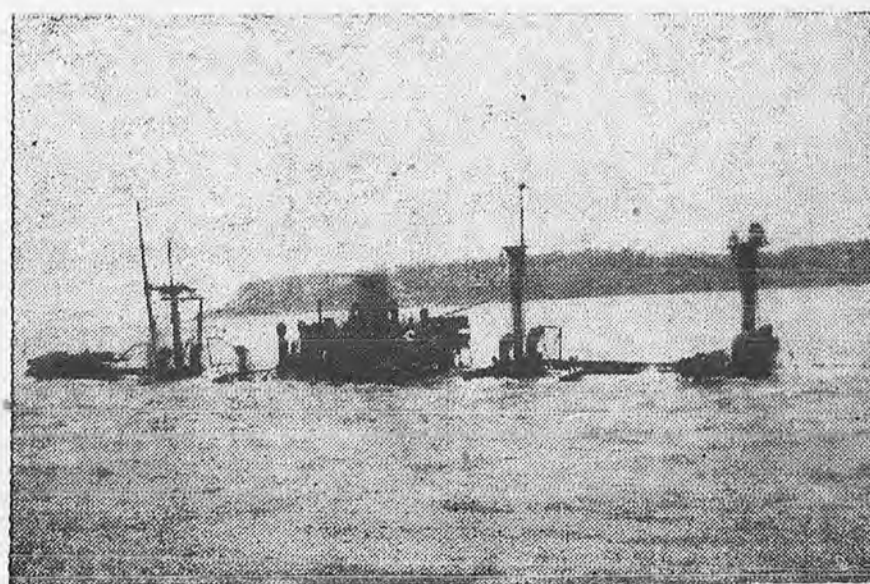
3. This was one of the more pleasant aspects of the return voyages of American troops—a sun bath in mid-Atlantic aboard the Lincoln Victory. Usually they were cramped below decks.



4. These German pillboxes looked plenty good to American soldiers when they saw them at Le Havre, painted white and bearing inscriptions: "Go West, Young Man," "Here's to the Lady With The Lamp," and others. The GIs were on their last lap on the European Continent. Now they would board U. S. ships bound for home.



5. Long and lean, but none too slick-looking in her wartime grey is the Pittston Victory as she lies alongside a pier at Bermerhaven, Germany. She's typical of the ships Seafarers sailed through the war zones—and after the war when the overseas bonus was removed, but dozens of ships still were sunk by mines.



6. Symbol of the U. S. seamen who went down to the sea in merchant ships is this hulk's superstructure projecting above the surface just outside the breakwater at Le Havre. She was sunk by a mine.

BULLETIN BOARD

Notice!

When in New York please bring your Union book to headquarters.

Grangaard, Jens 21812
 Wichartz, Julius 4303
 Rasmussen, C. 36 (G-161)
 Matsyuk, John W. 24930
 Styles, Julius 623
 Coratti, Nicola 24692
 Moreno, L. 526
 McVey, William 3629
 Ruzyski, Stanley 23811
 Curry, William L. 23348
 Berkenkemper, J. G. G-206
 Rodder, James, G. 22355

Card, Arthur A. 22686
 Boyle, Henry 20487
 Canton, Joseph E. 21774
 White, C. F. 24990
 Rae, Roland 22387
 Highman, Henry Jr. 23224
 Rojas, Manuel 22736
 Baoz, M. 2397
 Rioz, Juan 4411
 Edwards, Gilbert 1558
 Smilley, William E. 20158
 Menor, Victor 25064
 Elicerio, Ignacio G-56
 Connors, L. 272
 Czajkowski, Walter 23967
 Ash, Bernard 24779
 Augustine, Dan (Please forward

or bring your Union Book to Headquarters.)

Davis, Acie 4811
 Clark, G. 4916
 Downey, D. 256
 Whitehead, A. 46632
 Hunter, Kenneth 5608
 Rosato, V. G-51
 Bernes, M. 24372
 Peters, A. R. 4478
 Donahoe, A. G-115
 Theiss, R. S. 24772
 Lund, J. R. 24863
 DeFazi, P. W. 10211
 Garcia, M. 3166
 Stovall, W. H. 3134
 Nichols, Gustava 2410

Money Due

If the following named members apply to the Accounting Department, South Atlantic SS Line, Georgia they will receive overtime due them

Leonard Leskowsky, 28 hrs.; Emmanuel Villareal, 16 hrs.; Amos Cates, 20 hrs.; John Thompson, 39 hrs.; Thomas Robinson, 28 hrs.; Edward Dompkosky, 29 hrs.; Irwin Gorgas, 16 hrs.; Julius Jacko, 20 hrs.; Herbert H. Crowell, 46 hrs.; Anthony Nyes, 85 hrs.

SIU HALLS

NEW YORK 51 Beaver St. HANover 2-2784
 BOSTON 330 Atlantic Ave. Liberty 4057
 BALTIMORE 14 North Gay St. Calvert 4539
 PHILADELPHIA 9 South 7th St. Phone Lombard 7651
 NORFOLK 127-129 Bank Street 4-1083
 NEW ORLEANS 339 Chartres St. Canal 3336
 SAVANNAH 220 East Bay St. 3-1728
 MOBILE 7 St. Michael St. 2-1754
 SAN JUAN, P. R. 45 Ponce de Leon San Juan 2-5996
 GALVESTON 305 1/2 22nd St. 2-8448
 RICHMOND, Calif. 257 5th St.
 SAN FRANCISCO 59 Clay St. Garfield 8225
 SEATTLE 86 Seneca St. Main 0290
 PORTLAND 111 W. Burnside St.
 WILMINGTON 440 Avalon Blvd. Terminal 4-3131
 HONOLULU 16 Merchant St.
 BUFFALO 10 Exchange St. Cleveland 7391
 CHICAGO 24 W. Superior Ave. Superior 5175
 CLEVELAND 1014 E. St. Clair St. Main 0147
 DETROIT 1038 Third St. Cadillac 6857
 DULUTH 531 W. Michigan St. Melrose 4110
 VICTORIA, B. C. 602 Boughton St.
 VANCOUVER 144 W. Hastings St.
 TAMPA 842 Zack St. M-1323
 JACKSONVILLE 920 Main St. Phone 5-5919
 PORT ARTHUR 445 Austin Ave. Phone: 28532
 HOUSTON 7137 Navigation Blvd. Phone Wentworth 3-3809

PERSONALS

CHARLES W. GOODWYN
 Your papers were turned into the New York Hall, and may be picked up on the 3rd floor from Jimmy Stewart.

NOTICE!

If Sam Hardy, Deck Engineer aboard the E. Alfaro, has my tan topcoat which I left aboard the ship during the payoff, I would appreciate it if he would send it to me care of the New York Hall.

R. E. Gonzales

NOTICE!

Books for the following men are being held at the New Orleans Hall:

E. M. Swope 6290 Pro.
 W. L. Strange 750 P.D.
 J. J. Swank 78-6
 Geo. Shouse 37890 Pro.
 Harold Swilley 42798 Pro.
 E. C. Thacker 42362
 John E. Tambling 39411
 E. Wm. Taylor 26271
 R. W. Thompson 118-6
 Joe R. Touart 32143
 H. G. Tyler 41275
 H. Tenent 40517 Pro.
 Dale L. Umphenour 38517 Pro.
 Chas. Vandembos 34035
 G. Van Holden 37553
 A. J. Varn 37006
 Frank M. Villa 55-6
 H. F. Wells 37757
 James D. Welsh 43135
 Paul C. Warren 32378
 L. W. West 32154
 B. Wigg 42174
 Walker Wilson 36259
 Neut Williams 24-6
 Ralph Williams 37764
 Claude E. Winch 32475
 J. A. Wolter 37963
 W. Wolfe 41801
 Channing H. Wood 24475
 Homer Wookman 10738
 W. J. Whalen 42516 Pro.
 A. M. Williamson 36498 Pro.
 C. L. Wilson 37725 Pro.
 W. W. Walton 39247 Pro.
 John A. Welling 36065 Pro.
 W. L. Zieber 27 P.D.
 E. W. Zeigel 37511 Pro.

Pickett, \$2.00; R. P. Johnson, \$1.00; F. M. Haugen, \$1.00; R. C. Scholz, \$3.00; N. Yallow, \$3.00; B. Manisson, \$3.00; M. N. Pontipos, \$1.00; C. C. Torres, \$2.00; L. Aaronson, \$2.00; M. Lindo, \$3.00; F. Kenfield, \$3.00; J. J. Rozmus, \$1.00; C. J. Persson, \$2.00; G. E. Horton, \$3.00; W. H. Wallace, \$3.00; R. F. Leamy, \$3.00; C. Montgomery, \$3.00; H. C. Dittmer, \$3.00; SS Smith Victory, \$11.00. Total—\$56.00.

Grand Total—\$734.80.



NORFOLK

INDIVIDUAL DONATIONS

W. F. Taylor, \$2.00; E. F. Quinn, \$2.00; J. Pitman, \$2.00; J. A. Hetsell, \$2.00; J. L. Spencer, \$2.00; R. S. Kerr, \$2.00; W. B. Smith, \$2.00; R. H. Grimis, \$2.00; A. Orr, Jr., \$2.00; D. B. White, \$2.00; H. B. Spoon, \$2.00; L. A. Webster, \$2.00; V. W. King, \$2.00; W. H. Neese, \$2.00; E. R. Barrow, \$2.00; P. Badon, \$2.00; F. T. Jolly, \$2.00.

J. R. Frazier, \$2.00; W. G. O'Brien, \$2.00; J. E. Leis, \$2.00; L. T. Lawrence, \$2.00; C. L. Bullier, \$2.00; R. N. Beavers, \$2.00; J. W. Chandler, \$2.00; L. E. Hall, \$2.00; F. W. White, \$2.00; R. E. Schrum, \$2.00; R. Sigman, \$2.00; H. W. Allsbrook, \$2.00; J. J. Long, \$2.00; H. M. Conner, \$2.00; R. K. Coates, \$2.00; B. Pinkham, \$2.00; W. B. Sowell, \$2.00; H. J. Carter, \$2.00; J. H. Merriweather, \$2.00; C. O. Horton, \$2.00; L. S. Sides, \$2.00; J. D. Berry, \$2.00; L. F. Reider, \$2.00; R. Sommer, \$2.00. Total—\$82.00.

L. H. Hardy, Jr., \$2.00; S. Green, \$2.00; E. M. Gainey, \$2.00; J. R. Ferguson, \$2.00; B. O. Carpenter, \$2.00; O. Modin, \$2.00; O. M. Jones, \$2.00; J. R. Moberly, \$2.00; Charlie Giles, \$2.00; K. O. Howie, \$2.00; D. A. Watford, Jr., \$2.00; V. G. Aaron, \$2.00; J. T. Rountree, \$2.00; G. M. Lineberger, \$2.00; C. Warner, Jr., \$2.00; W. H. Chrisp, \$2.00; E. R. Cash, \$2.00; L. E. Smith, \$2.00; H. B. Parker, \$2.00; C. E. Liverman, \$2.00; R. A. Wroton, \$2.00. Total—\$42.00.

NEW ORLEANS

H. W. Roberts, \$5.00; Crew SS Julian Poydraas, \$15.00; Crew SS Walter Ranger, \$6.00; Luke R. Hollen, \$2.00. Total—\$28.00.

Crew of the SS George H. Dern donated \$41.00 to ill Brothers in the Ft. Stanton Hospital.

BOSTON

SS DAVID BURNETT

J. DiCabo, \$1.00; D. Walker, \$1.00; S. Nonzezer, \$3.00; M. Welch, \$1.00; J. Osborne, \$1.00; L. Blackston, \$1.00; J. O'Connor, \$1.00; B. Clayton, \$2.00; D. Maxwell, \$1.00; J. Walker, \$1.00; S. Sakter, \$2.00; J. Labmrakas, \$2.00; R. Ruck, \$2.00; E. Ponteneider, \$5.00. Total—\$24.00.

SS FELIX GRUNDY

H. Schneiderman, \$1.00; M. Skop, \$1.00; Wm. O'Brien, \$1.00; D. McEnaney, \$1.00; P. Stancil, \$1.00; P. Moses, \$1.00; M. Tryon, \$1.00; Wm. Muckenfuss, \$2.00; James Smith, \$2.00; E. Pendzema, \$3.00; Tom Doyle, \$2.00. Total—\$16.00.

SS ROBIN SHERWOOD—\$37.00

INDIVIDUAL DONATIONS

Walter Cutler, \$5.00; M. Bolok, \$1.00; M. Skop, \$1.00; M. Ochmanowicz, \$1.00; G. Antell, \$1.00; J. Wire, \$1.00; A. Larsen, \$1.00; F. Ramiller, \$1.00; R. E. Bewasher, \$1.00. Total—\$13.00.

NEW YORK

INDIVIDUAL DONATIONS

Vincent H. Mertz, \$1.00; K. Balandis, \$1.00; William Smalls, \$1.00; James Ward, \$2.00; R. Scott, \$2.00; F. Riedel, \$1.00; V. Laugh, \$1.00; S. Lenert, \$1.00; Gordon A. Yearly, \$1.00; G. L. Skogberg, \$1.00; C. P. Suppa, \$1.00; James A. Barjaska, \$1.00; Julian Torres, \$1.00; Gordon Knapp, \$1.00; James J. Van Savage, \$1.00; John J. Thompson, \$1.00. Total—\$17.50.

SS CODY VICTORY

H. W. Nelson, \$1.00; R. H. Pomerensk, \$1.00; S. DeMarckie, \$1.00; A. S. Bodden, \$2.00; A. L. Yarbrough, \$1.00; W. Smith, \$1.00; N. Botway, \$1.00; P. Lohse, \$2.00; J. R. Wyant, \$2.00; J. Wefreng, \$1.00; S. Sacean, \$2.00; G. N. Houser, \$2.00; J. P. Thompson, \$2.00; T. E. Ross, \$2.00; S. Musco, \$1.00; W. R. Cafferty, \$1.00; W. D. Grace, \$1.00; J. Fridgen, \$1.00; Marlin Kibbe, \$1.00; M. Lelinko, \$1.00; L. Porzilli, \$1.00; R. D. Waters, \$1.00; F. Albanesa, \$2.00; Rob Walther, \$1.00; R. F. Cleary, \$1.00; J. R. Scott, \$1.00; H. M. White, \$1.00; S. J. Stefanski, \$1.00; F. Mazzaferro, \$1.00; A. Tiffany, \$1.00. Total—\$38.00.

SS SEA STURGEON

Harry E. Fenton, \$2.00. Total \$2.00.

SS DONALD

E. Felker, \$2.00; Gussy Fontenot, \$2.00; R. P. Jensen, \$2.00; W. R. Nordstrom, \$2.00; W. M. Hurlon, \$2.00; Jack Coulter, \$2.00; C. Houchins, \$2.00; G. Shaffer, \$1.00; H. R. Kreutz, \$2.00; E. R. Crowell, \$1.00; E. Malstrom, \$1.00. Total—\$19.00.

SS E. G. HALL

C. H. Gibson, \$3.00; L. Clapp, A. Weatherford, \$3.00; H. C. Anedson, \$3.00; H. Robertson, \$3.00; B. Roberts, \$3.00; J. L. Allen, \$3.00; R. W. Deaton, \$1.00; L. Herrera, \$3.00; C. E. Holder, \$1.00; E. J. Jaks, \$3.00; P. T. Gates, \$2.00; J. J. Palmer, \$2.00; G. Garcia, \$3.00. Total—\$36.00.

SS ELOY ALFARO

J. Koopman, \$1.00; Jack R. Parker, \$1.00; C. Price, \$1.00; A. Barron, \$1.00; Earl F. Spear, \$1.00; H. Halloway, \$2.00; C. A. Herbert, \$1.00; T. E. Revelle, \$1.00; R. J. Kubiak, \$2.00; T. T. F. Sigman, \$1.00; C. R. Cattle, \$1.00; Elwood Byrd, \$1.00. Total—\$14.00.

SS OUCHITA VICTORY

L. E. DeWitt, \$2.00; W. E. Shuler, \$2.00; R. E. Davis, \$2.00; E. Beyer, \$2.00; A. Padumets, \$1.00; J. Norgaard,

\$1.00; T. Burcos, \$2.00; R. L. Acton, \$2.00; S. W. Zabawa, \$2.00; J. W. DeVall, \$2.00; R. Hennessy, \$2.00. Total—\$20.00.

SS PATTERSON

R. Kavanaugh, \$2.00; J. Burke, \$1.00; J. Auslitz, \$2.00; C. T. Hunslikio, \$2.00; E. Coccia, \$1.00; L. Evans, \$1.00; A. Barnosky, \$2.00; J. Rudolph, \$1.00; J. Sobyka, \$3.00; H. Burkhardt, \$1.00; H. R. Barnett, \$1.00; E. Graf, J. M. Maximo, \$2.00. Total—\$20.00.

SS HAMPDEN SIDNEY VICTORY

Nathaniel A. Christopher, \$2.00; R. H. Grandell, \$2.00; W. I. Richardson, \$1.00; J. V. Pamel, \$1.00; L. D. Tillard, \$1.00; M. Newhauser, \$1.00; B. E. Miller, \$2.00; W. J. Tschushke, \$3.00; E. A. Champagne, \$2.00. Total—\$25.00.

SS WACOSTA

John De Rose, \$2.00; E. J. Laws, \$3.00; H. E. Chase, \$3.00. Total—\$8.00.

SS IRA NELSON MORRIS

Crew—\$29.00. Total—\$29.00.

SS CAPE BORDA

A. Kaden, \$3.00; J. P. Rafferty, \$2.00; H. F. McLind, \$2.00. Total—\$7.00.

SS CAPE HENLOPEN

R. Mechleit, \$2.00; Richard Kaszer, \$2.00; SS Cape Henopen, \$2.00. Total—\$6.00.

SS DOROTHY

D. W. Jones, \$2.00; H. G. James, \$2.00; J. Thompson, \$2.00; B. Gapse, \$1.00; W. J. Peterson, \$1.00; A. Napoleoni, \$2.00; Herbert Karft, \$2.00; T. McNeal, \$4.00. Total—\$16.00.

SS MUHLENBURG VICTORY

R. W. Anderson, \$1.00; J. J. McMahon, \$1.00; R. H. O. Soler, \$2.00; G. Gingowiz, \$1.00; H. Slatton, \$2.00; D. M. Nichols, \$1.00; F. C. Hagan, \$1.00; V. Helmurkoh, \$1.00; L. Lofton, \$1.00. C. V. Morgan, \$1.00; Rodney Johnson, \$2.00; Howard Glatt, \$1.00; F. B. Francis, \$2.00; Nelson, \$3.00; Frank Rodzvil, \$2.00; Frank Delgado, \$1.00; Du Bois, \$2.00; Lawrence Tift, \$1.00; Melvin H. Gullus, \$2.00; John Madanci, \$2.00; George Barnes, \$1.00; Frank Hogan, \$1.00. Total—\$29.30.

SS BLUE ISLAND VICTORY

L. S. Rivers, \$1.00; M. Leblanc, \$1.00; F. V. Ornowski, \$2.00. Total—\$4.00.

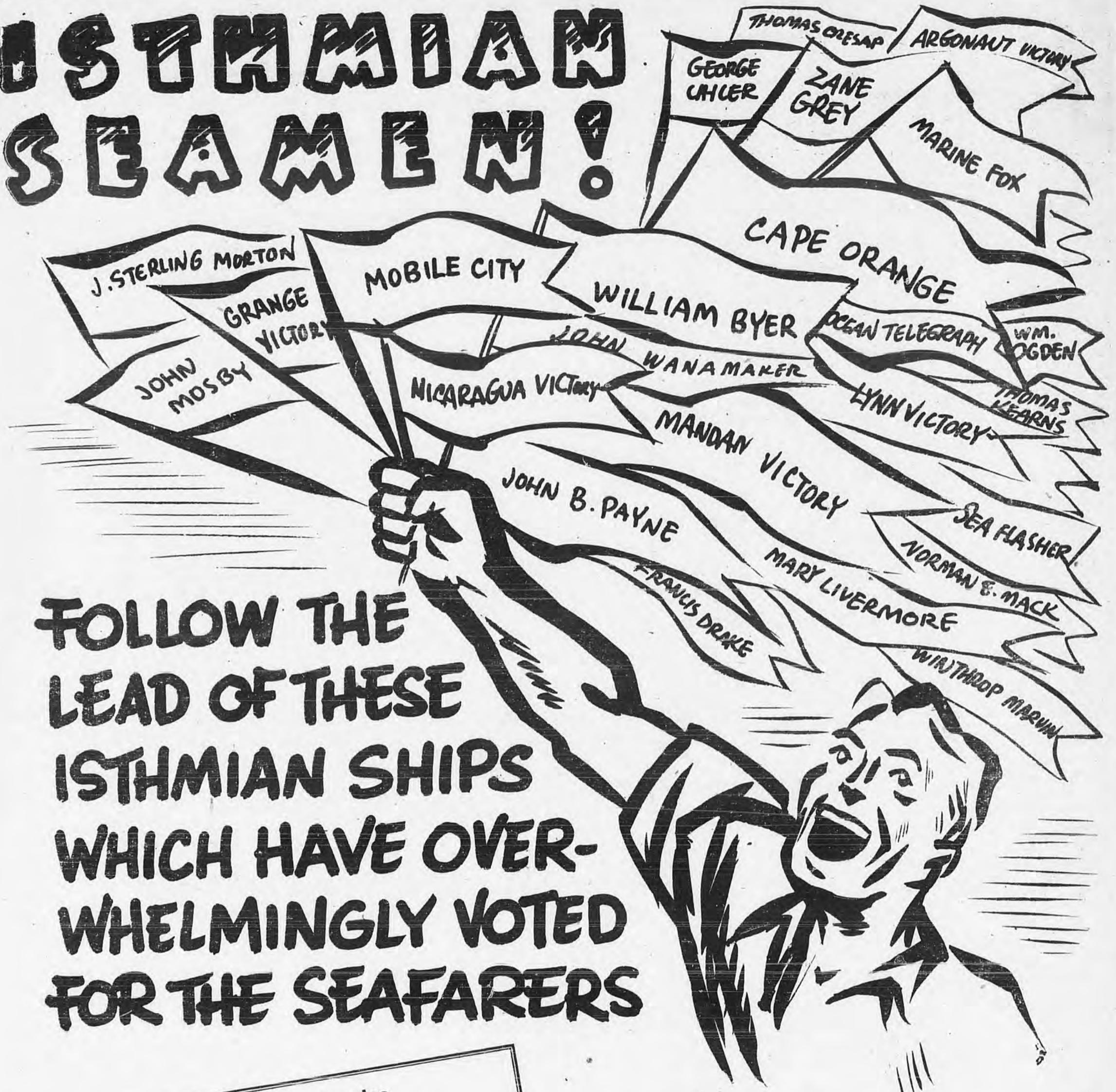
SS JOHN T. HOLT

Robert S. March, \$1.00; James W. Pullman, \$3.00; A. F. DePaw, \$2.00; A. Dziendzielowski, \$1.00. Total—\$7.00.

SS SLOCUM

J. Cruz, \$1.00; J. Dirksmeyer, \$1.00; M. L. Miller, \$4.00; J. W. Redding, \$1.00; R. H. Kletter, \$1.00; R. L. Roth, \$3.00; P. J. Griffin, \$3.00; E. W. Branjck, \$1.00; T. L. Simanda, \$2.00; D. L. Jones, \$1.00; E. Mulfoiland, \$2.00;

ISTHMIAN SEAMEN!



FOLLOW THE LEAD OF THESE ISTHMIAN SHIPS WHICH HAVE OVERWHELMINGLY VOTED FOR THE SEAFARERS

United States Of America
National Labor Relations Board
OFFICIAL SECRET BALLOT
FOR EMPLOYEES OF
ISTHMIAN STEAMSHIP COMPANY

This ballot is to determine the collective bargaining representative, if any, for the unit in which you are employed.
If you spoil this ballot, return it to the Board Agent for a new one.

MARK AN "X" IN THE SQUARE OF YOUR CHOICE

National Maritime Union of America <input type="checkbox"/>	Neither <input type="checkbox"/>	Seafarers' International Union of North America A F of L <input checked="" type="checkbox"/>
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VOTE SIU

FOR BEST WAGE AND OVERTIME PROVISIONS - BEST SHIPBOARD CONDITIONS - BEST UNION REPRESENTATION - BEST OVER-ALL CONTRACTS - RANK AND FILE CONTROL - 62,000 SIU AND 7,000,000 AFL MEMBERS BEHIND YOU!

The Seafarers International Union of N.A. - A.F.L.